

Dublin Airport

Noise Management Plan March 2026 - 2028


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Table 1: Document approval

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Table 2: Periodic Review approval

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Table 3: Document History Table

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1 Introduction

This is a March 2026 revision of daa plc’s Dublin Airport Noise Management Plan 2025-2028 (“**NMP**”) and should be read in conjunction with Fingal County Council’s (FCC) Dublin Airport Noise Action Plan 2024-2028 (“**NAP**”). The NMP period matches the remaining period of the NAP which arose from the post-pandemic implementation of the fourth round of the EU Environmental Noise Directive and was published in December 2024.

Action 1 of the NAP requires that daa plc “*implement all noise mitigation measures*” and includes a table of Dublin Airport’s Noise Mitigation Measures (“**NMM**”). This list dates from Dublin Airport’s 2023 Annual Section 19 Compliance Report. The NAP notes that the NMM list can be “*updated, replaced or omitted through relevant processes.*”

For the 2024 public consultation on the then-draft NAP, daa’s submission included an updated NMM that was not incorporated in the final version of the NAP. As daa is required to implement the NMM and assess compliance with the NMM in the 2024 Annual Section 19 Compliance Report, this present NMP updates the NMM for these purposes.

The planning processes the North Runway Relevant Action (“**NRRA**”) to modify some of the conditions of the 2007 North Runway Planning Permission (“**NRPP**”) remain on-going.

2 References

Table 1

Short Title	Document Name	Source
Balanced Approach (BA)	International Civil Aviation Organization (ICAO) Balanced Approach to Airport Noise Management	ICAO
EU 598	Regulation EU 598/2014 of the European Parliament	EU
Environmental Noise Directive (END)	EU Environmental Noise Directive EU2002/29/EC	EU
Noise Action Plan (NAP)	Dublin Airport Noise Action Plan 2024-2028	FCC
Noise Mitigation Measures (NMM)	List of measures contained in this document.	daa
2023 Section 19 Report	Dublin Airport 2023 Annual Section 19 Compliance Report	daa/ANCA
2024 Section 19 Report	Dublin Airport 2024 Annual Section 19 Compliance Report	daa/ANCA
NRPP	2007 North Runway Planning Permission	ABP
NRRA	2020 North Runway Relevant Action planning application by daa to FCC, appealed to ABP/ACP in 2022	daa

3 Definitions

Table 2

Term/Acronym	Definition
ABP	An Bord Pleanála
ACP (formerly ABP)	An Coimisiún Pleanála
AIP	Aeronautical Information Publication
APU	Auxiliary Power Unit
BA	Balanced Approach to Airport Noise Management
c	Planning Permission Condition
CE	Community Engagement
END	EU Environmental Noise Directive
EC	European Commission
EU	European Union
FCC	Fingal County Council
ICAO	International Civil Aviation Organization
LU/LUP	Land Use Planning
NA	Noise Abatement (Operational Procedures)
NADP	Noise Abatement Departure Procedures
NAO	Noise Abatement Objective
NAOP	Noise Abatement Operational Procedures
NAP	Dublin Airport Noise Action Plan 2024-2028
NMM	Noise Mitigation Measures
NMP	Dublin Airport Noise Management Plan 2025-2028
NPR	Noise Preferential Route
NR	North Runway
NRPP	North Runway Planning Permission (2007)
NRRA	North Runway Relevant Action
NS	Reduction of Noise at Source
OR	Noise-related Operating Restriction
RNIS	Residential Noise Insulation Scheme
s	Section of the Airport Noise Regulation Act (2019)
SIS	School Insulation Scheme
VDPS	Voluntary Dwelling Purchase Scheme

4 Roles and Responsibilities

The internationally recognised framework for airport noise management is the ICAO Balanced Approach to Airport Noise Management (“BA”). The BA has four pillars as listed in the table below noting that priority is given to the first three pillars ahead of Operating Restrictions. It is also widely accepted best practice to add a “fifth pillar” on Community Engagement also included in the table below.

Not all the tasks in the BA are under the direct control or responsibility of the Airport Authority. Aviation stakeholders and local government also have important roles. The main roles and responsibilities are outlined below.

Table 3 – Airport Noise Management Roles and Responsibilities

#	BA Pillar	Main Stakeholders	Role and Responsibility
1	Reduction of Noise at Source (NS)	Aircraft manufacturers	Continually develop aircraft and engine technology to minimise operational noise from aircraft.
		International Civil Aviation Organization (ICAO)	Continually update and revise its Aircraft Noise Certification Standards in line with technological progress.
		Airlines	Operate the most modern and noise optimised fleet at Dublin Airport.
		daa plc	Work with stakeholders to achieve the quietest aircraft operating including through using financial and other incentives.
2	Noise Abatement Operational Procedures (NAOP)	ICAO	Maintain Standards and Recommended Practice documentation on relevant noise reduction procedures and related matters.
		Air Navigation Service Provider/ Aviation Authority	Work with stakeholders to ensure best operational practice is achieved.
		Airlines / Pilots	Work with stakeholders to ensure best operational practice is achieved.
		daa plc	Work with stakeholders to ensure best operational practice is achieved, including monitoring, reporting and incentivisation schemes.
3	Land Use Planning (LUP)	Local government/ planning or territorial authority	Ensure planning rules are in place and enforced to avoid encroachment by residential and noise-sensitive land use in noise impacted areas and report annually in line with the NAO report.
		daa plc	Fund and manage noise insulation and purchase schemes.
4	Operating Restrictions (OR)	Aviation Noise Regulator/ National Government	Impose restrictions if they are required to meet noise objectives, following the EU process EU 598, but prioritising the first three pillars above.

		daa plc	Operate the airport within any requirements of any OR
5	Community Engagement	daa plc	daa holds community and aviation stakeholder engagement forums, provides current and technical information on its website, monitors and reports on noise and operations, manages community complaints and queries.

5 Noise Mitigation Measures

The table below contains the updated list of NMM including an indication of how each might be tracked and assessed. Note that not all NMM can reduce aircraft noise, but all have to the potential to mitigate the adverse effects of aircraft operations at Dublin Airport.

Table 4: daa Noise Mitigation Measures (NMM) 2025 Update

#	Item	Source	Comments / Outline	Tracking
Reduction of Noise at Source (NS)				
NS-1	Develop incentives for quieter aircraft types	daa	Promotion of quieter aircraft types, particularly at night, through incentives such as a “Fly Quiet” programme or environmental charges schemes should continue to be progressed.	Progress on incentives
Noise Abatement Operational Procedures (NA)				
NA-1	Develop incentives for quieter aircraft operations	daa	Promotion of quieter operational procedures through consultation and incentives, such as a “Fly Quiet” programme should continue to be progressed.	Progress on incentives
NA-2	Preferential Runway Use	NRPP	Adherence to North Runway Planning Permission NRPP (2007) Conditions 3(a) to 3(c).	Report on compliance
NA-3	Noise Preferential Routes (NPRs) and Flight-Track Keeping	AIP	Promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-4	Noise Abatement Operational Procedures	daa/AIP	Research noise impacts and potential benefits including Noise Abatement Departure Procedure (NADP).	Research and progress on improvement
NA-5	Continuous Climb Operations	daa	Update and promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-6	Continuous Descent Operations	daa	Update and promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-7	Reverse Thrust	AIP	Research impacts, potential monitoring and safety implications	Progress on management
NA-8	Engine Ground Running	AIP		Compliance
NA-9	APU Usage		Research potential APU monitoring and use reduction	Research
NA-10	Delayed Landing Gear Deployment		Research potential Delayed Landing Gear Deployment monitoring and noise reduction	Research

Land Use Planning (LU)				
LU-1	RNIS	NRPP c7	Residential Noise Insulation Scheme	Progress and compliance
LU-2	VDPS	NRPP c9	Voluntary Dwelling Purchase Scheme	Progress and compliance
LU-3	SIS	NRPP c6	School Insulation Scheme	Progress and compliance
LU-4	Encroachment	daa	Working with stakeholders, take a proactive role in the prevention of residential encroachment in the most noise impacted areas.	Progress on prevention and mitigation
Operating Restrictions (OR)				
This section is intentionally blank and will be updated in due course.				
Supplementary to ICAO Balanced Approach – Community Engagement				
CE-1	Aviation Stakeholder Engagement	daa	Continue and enhance engagement with stakeholders including AirNav Ireland, airlines, and aviation and local authorities.	Ongoing and innovative activity
CE-2	Community Engagement	daa	Continue and enhance engagement with community groups, representatives and individuals including via individual and group meetings, community forums, website, and webtools.	Ongoing and innovative activity
CE-3	Noise and Flight Track Monitoring	daa/NRPP Condition 10	Continue and enhance systems for measuring noise and monitoring flight tracks.	Compliance and innovations
CE-4	Noise Complaint Management	daa	Continue and enhance systems and processes for receiving and responding to complaints.	Ongoing and innovative activity
CE-5	Monitoring and Reporting	daa / 2019 Act/ NRPP c10/ NRRA c1	Continue and enhance monthly, quarterly, and annual reporting on operations, noise, complaints, and compliance.	Ongoing and innovative activity including compliance
CE-6	Health and Quality of Life	daa	Monitor research and best practice on the impacts and benefits of airport operations on community health, quality of life and broader non-acoustic factors.	Develop new perspectives