

Dublin Airport Monthly Noise Report

February 2024

- Operations
- Noise Complaints
- Track Compliance

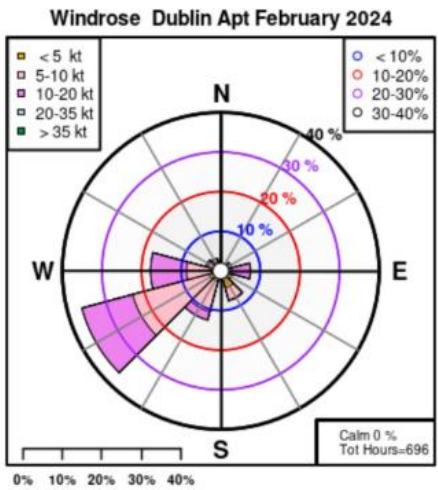
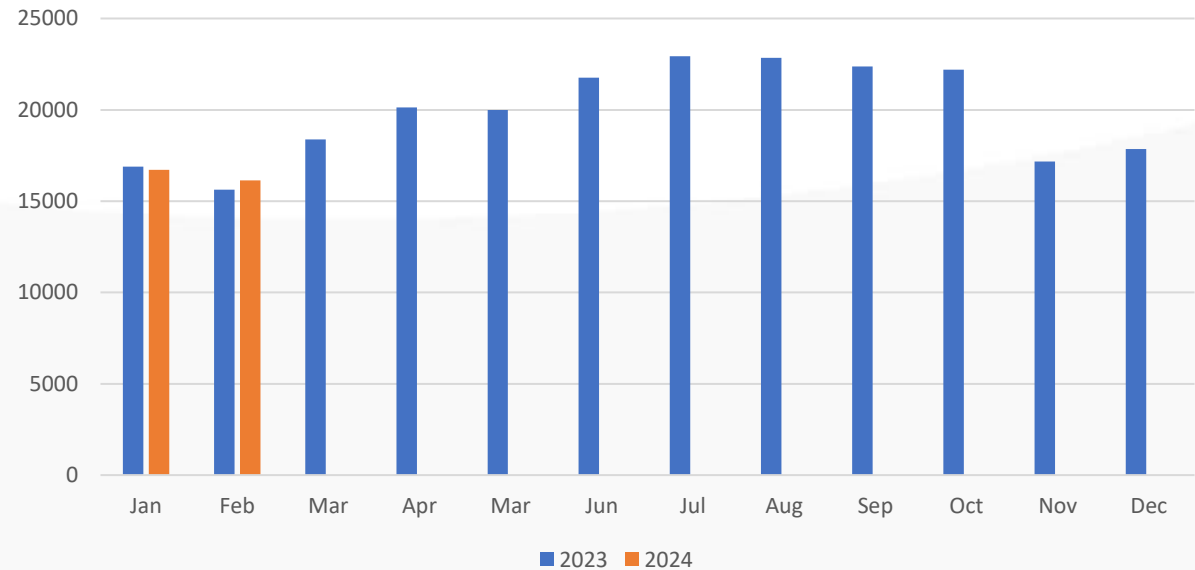
Operations – Movements and Runway Use

Aircraft Movements (Cat ABCD) Feb 2024

Zone		Arrivals		Departures		Total
A	South Runway	from West (RW10R)	473	to West (RW28L)	987	1460
B		from East (RW28L)	7009	to East (RW10R)	1068	8077
C	North Runway	from West (RW10L)	545	to West (RW28R)	6025	6570
D		from East (RW28R)	36	to East (RW10L)	0	36
E	Cross Runway	from North (RW16)	0	to North (RW34)	0	0
F		from South (RW34)	3	to South (RW16)	0	30
			8066		8080	16146

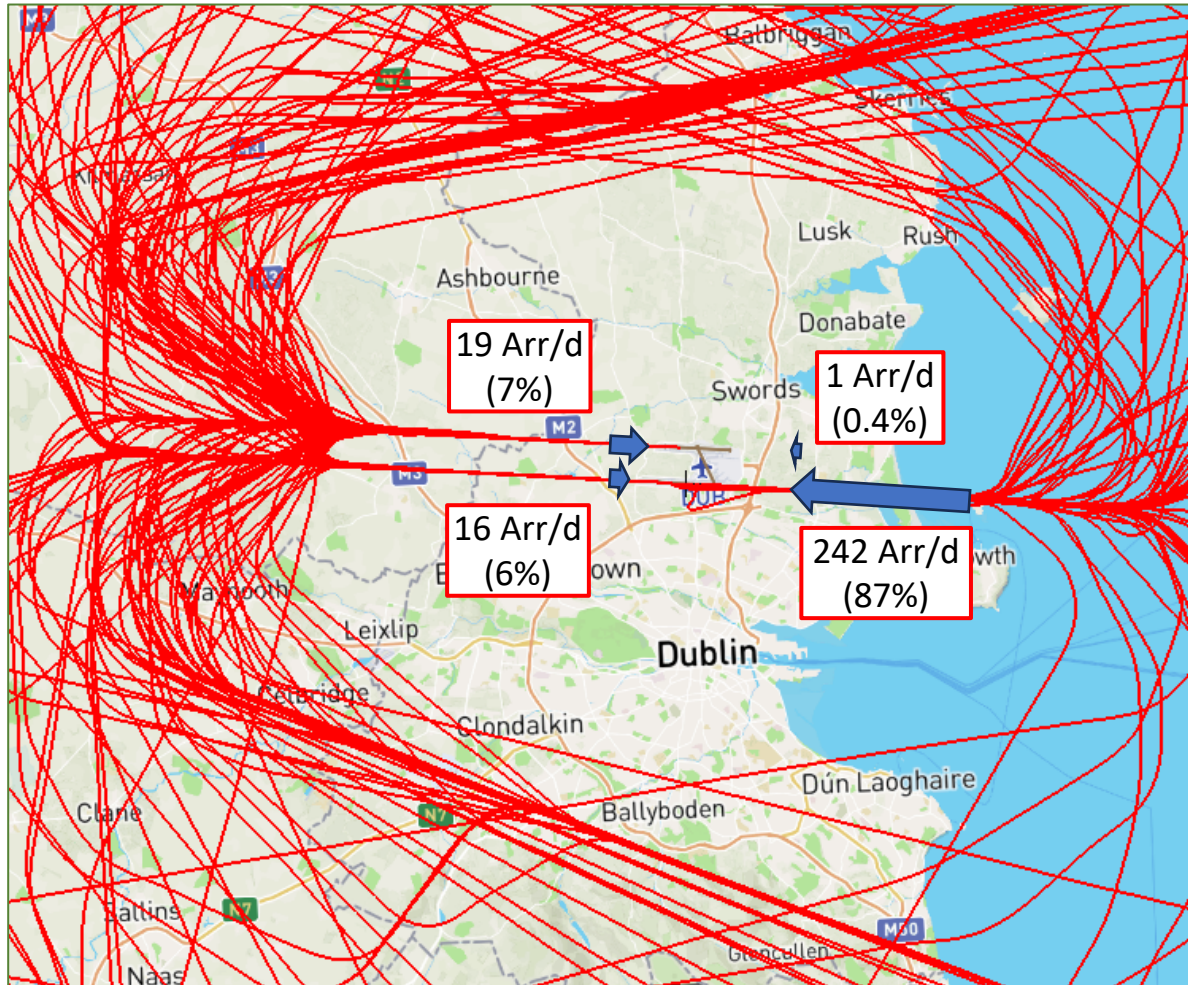


Monthly Aircraft Movements YTD + 2023



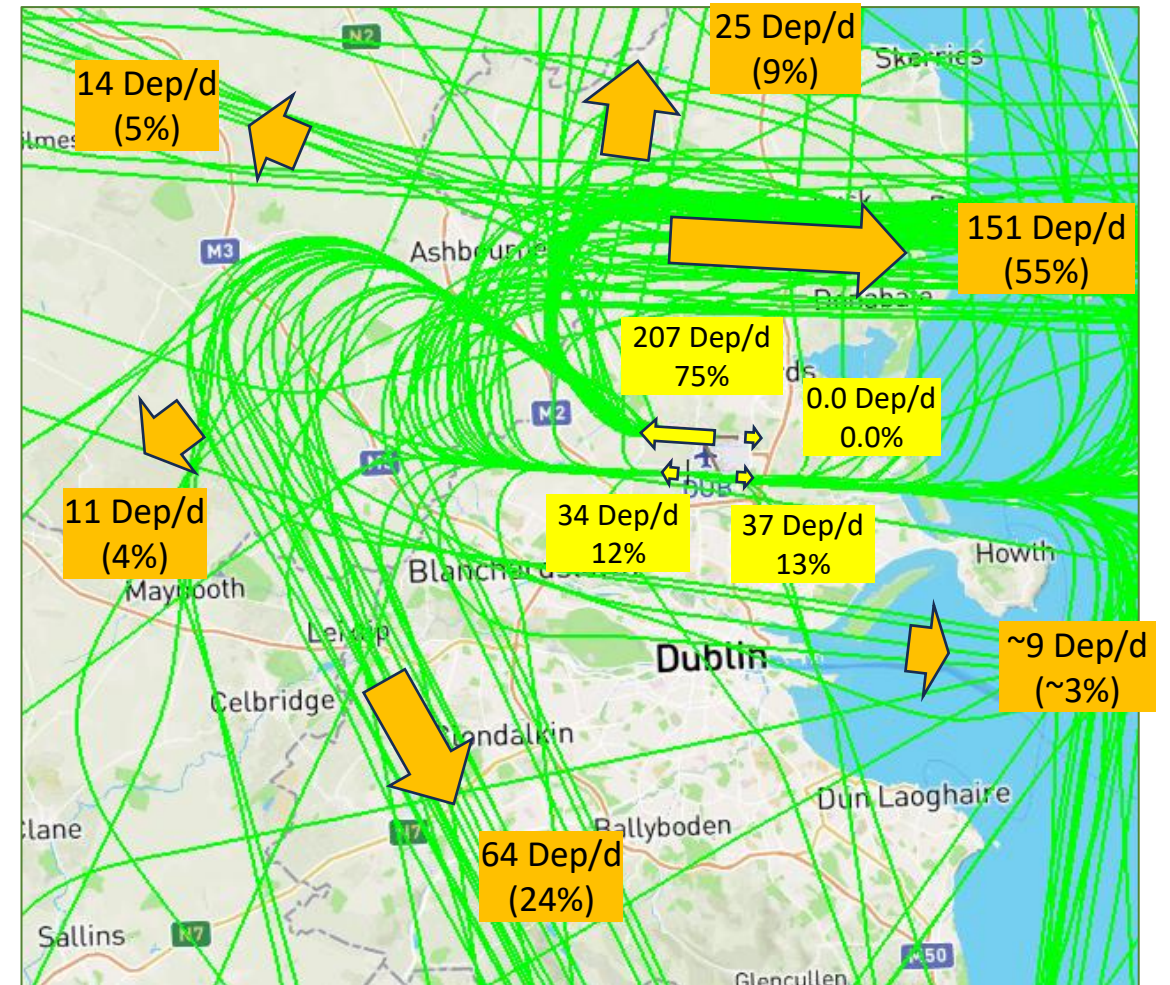
Feb 2024 Wind Rose: shows percentage of time in each wind direction

Operations – Runway and Track Use



Graphic depicts:

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



Graphic depicts:

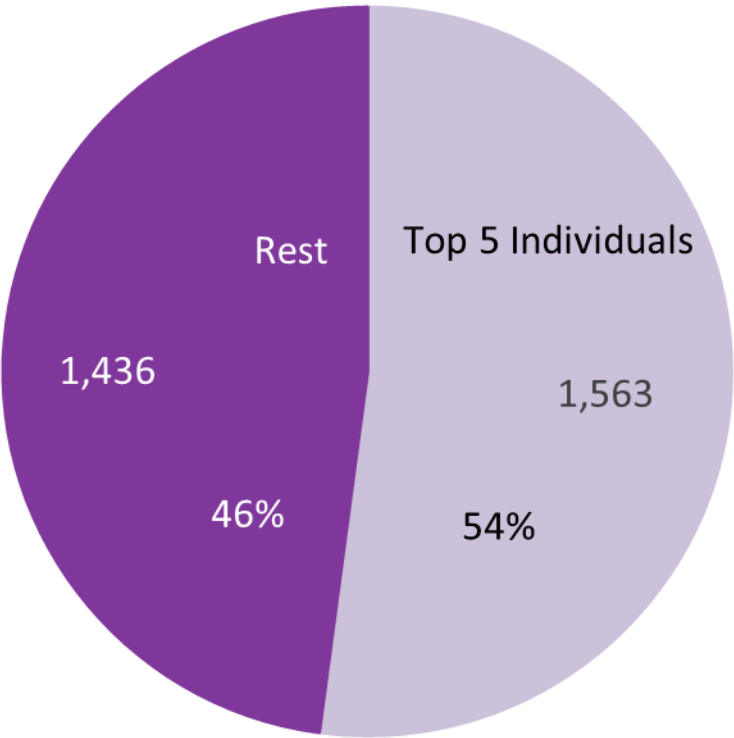
- % departures on each main runway February 2024 (yellow box)
- Average departure movements per day on each main runway (yellow box)
- Average departures per day on each main track swathe (gold box)
- Note: example flight track selection used

Noise Complaints - Complainant Statistics

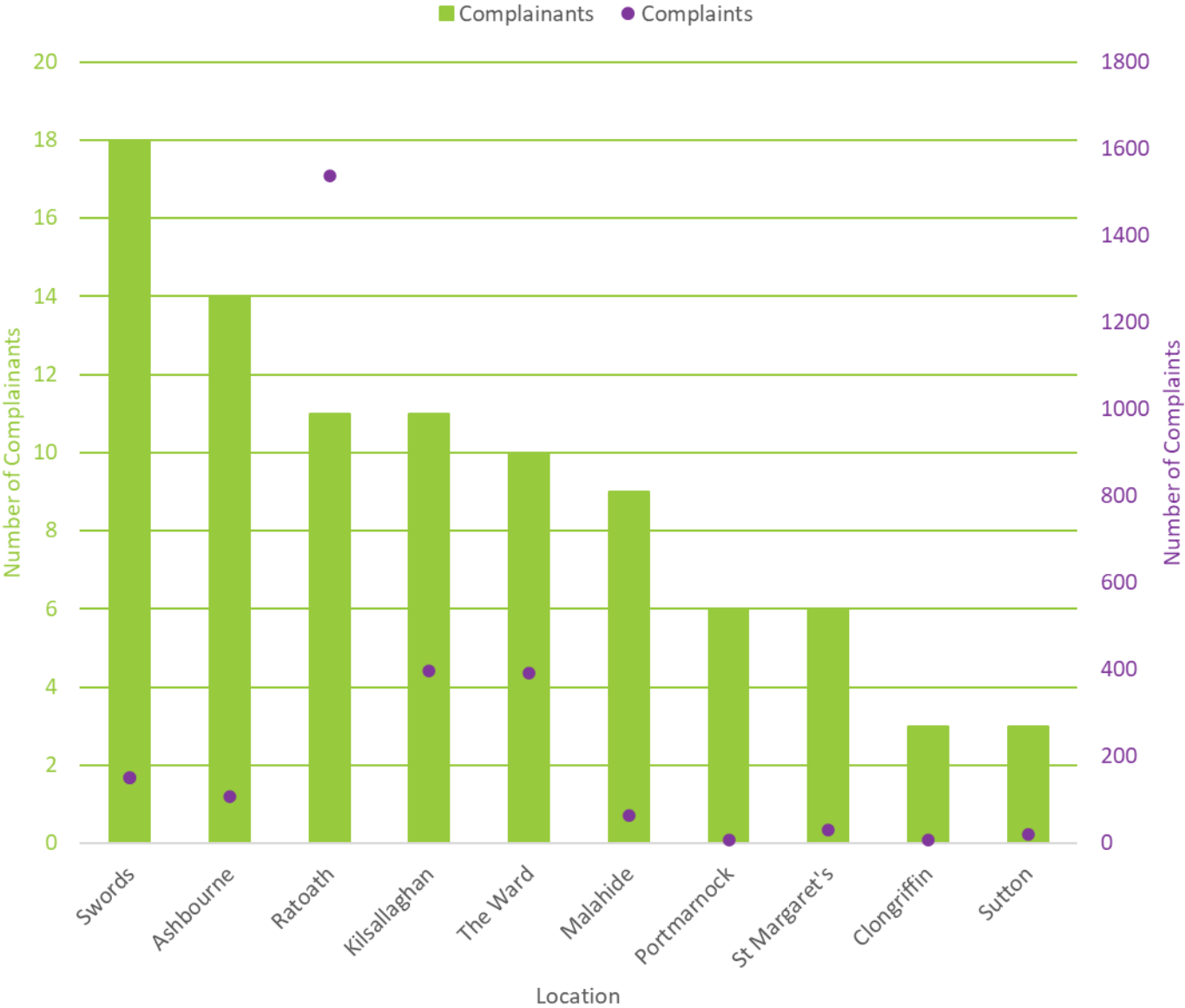


Noise Complaints - Complainant Statistics

Complaints by Top 5 Individuals - Feb 2024



Top 10 Number of Complainants by Area - February 2024

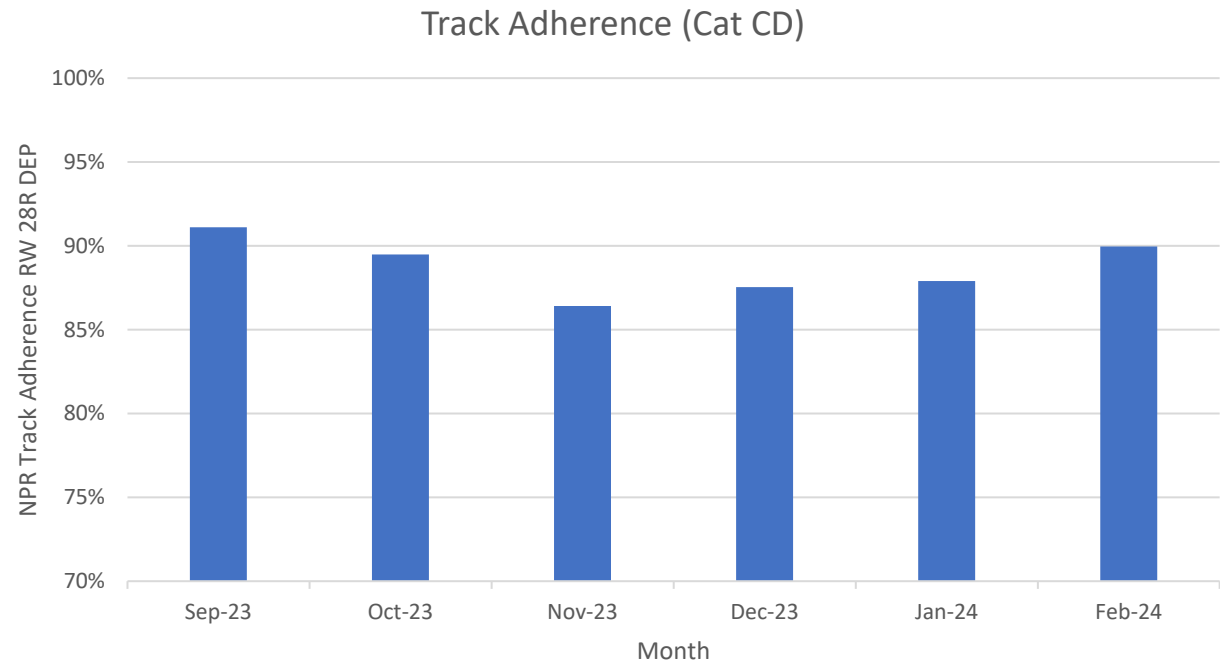


Noise Complaints - Complainant Hotspot Areas

- Map depicts complainant locations and principal flight indications
- Blue boxes indicate locations of complaints lodged



Track Compliance - North Runway (RW28R)

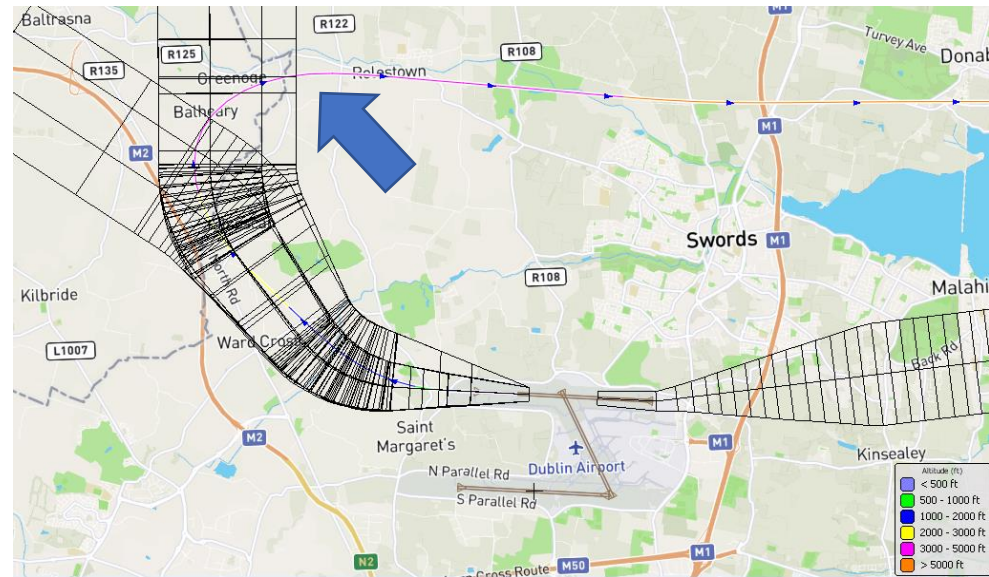


Track compliance data – Jet (or larger) CAT C/D aircraft departures on North Runway (28R) only

- daa is currently undertaking a thorough review of its track keeping methodologies and processes for both arrivals and departures.
- Once complete, further information will be made available on track compliance across all runways.
- In parallel, we will continue to work with airlines to optimise their individual performance.

This aircraft (blue line) left North Runway (28R) NPR at approximately 1000ft and returned to the corridor below 2000ft.

Examples of North Runway (28R) Noise Preferential Route (NPR) non-compliance



The above aircraft (pink line) left the North Runway (28R) NPR at approximately 3500ft, below the minimum height of 4000ft.

