



Dublin Airport

Quarterly Noise and Flight Track Monitoring Report

July - September (Q3) 2025

- This report presents data and information from Dublin Airport's Noise Monitoring Terminals (NMTs) and flight track monitoring system.
- The publication of this quarterly report is a requirement under Condition 10 of the North Runway's planning permission.
- The report is split into three parts:
 - Part 1: Noise Monitoring – Permanent monitors
 - Part 2: Noise Monitoring – 92-day Summer 2025 Contour and Monitoring
 - Part 3: Flight Track Monitoring
- Noise data is presented in this report in five different metrics - Lden, Lnight, Leq16h, Lmax and SEL.
- This report includes the 2024 Modelled Annual Noise Contours for the Lden and Lnight metrics and compares this data with the measured data at the 25 permanent NMT locations.
- The reporting of environmental noise from transport systems – airports, road and rail - is regulated by the EU Environmental Noise Directive (END).
- The END refers to the Lden and Lnight metrics to assess noise impact and to measure longer term improvements and goals.
- These two metrics are also used by the World Health Organization (WHO).
- Lmax and SEL are single event metrics and are not generally used on their own to assess noise impact by authorities. By including the number or frequency of events, they can provide a different way of representing the noise situation.
- This report demonstrates good correlation between the noise measurements obtained from NMTs and the modelled noise contours - this provides confidence in the accuracy of the contours. Noise contours cover the entire study area whereas noise monitors only report noise at the actual monitoring locations.

Part 1: Noise Monitoring Data Permanent NMT



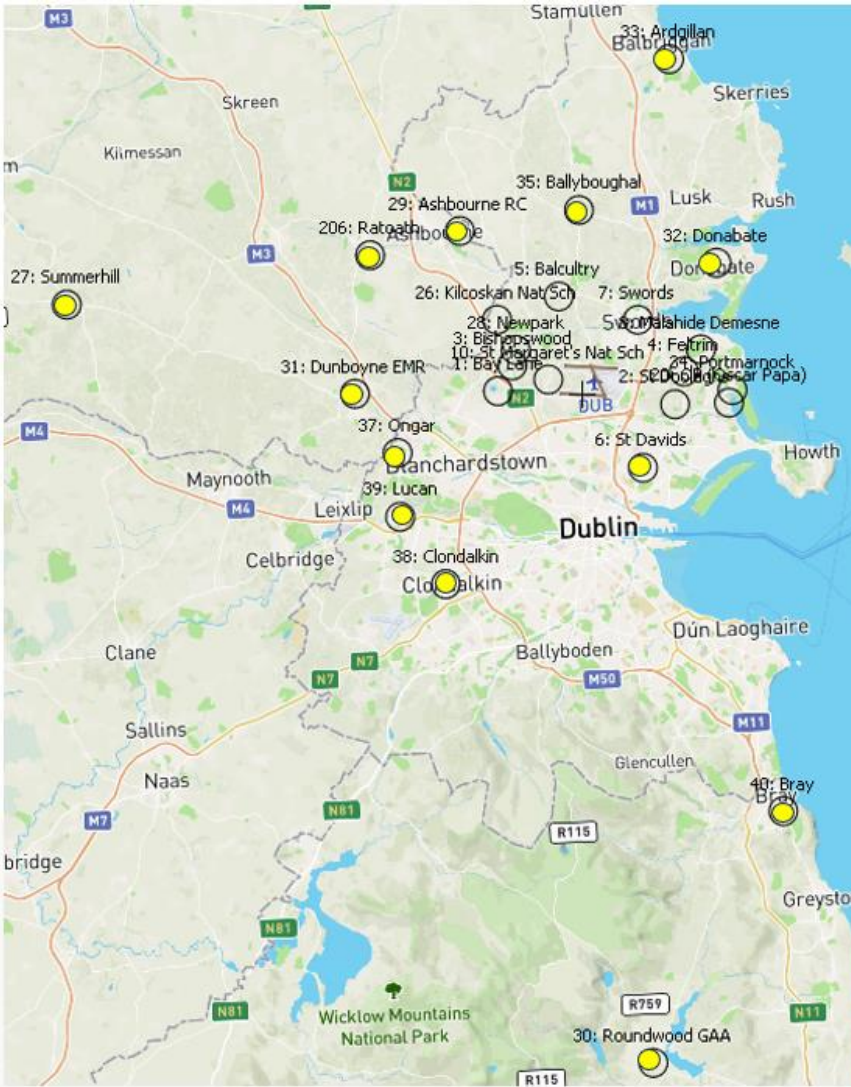
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14	NMT – Total Noise vs Aircraft NoiseQ1, Q2 and Q3 2025	• Measured Total and the Aircraft Lden levels at each NMT.
15	NMT – Q3 2025 Lmax and SEL (NA) Number Above (Daily Average)	Measured Single Event data at each NMT: • Daily Average of the Number of Aircraft Events over each Lmax value 60 to 85 [N60 to N85]. • Daily Average of the Number of Aircraft Events over each SEL value 70 to 95 [N(SEL)70 to N(SEL)95]
16	NMT – Q3 2025 Lmax and SEL Percentages (3 months)	Measured Single Event data at each NMT: • The distribution (%) of events over the quarter in each 5-decibel Lmax band (e.g. Lmax 60 - 65 dBA) and each SEL band (e.g. SEL 75 - 80 dBA).
17	NMT – Q3 2205 Lmax/SEL data divided by Day, Evening and Night	• Average of the Number of Aircraft Events over each Lmax value 60 to 85 [N60 to N85] – divided by the Day Evening and Night periods.
18-21	Data for the 92-day peak summer period – 16 June – 15 Sep	

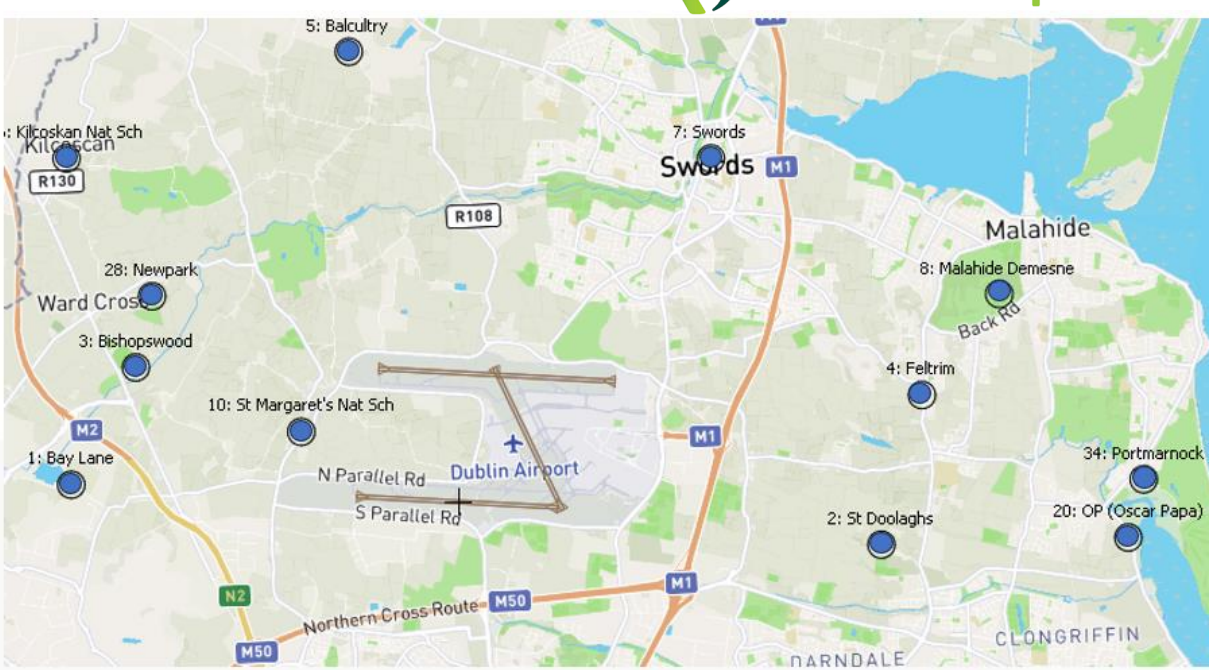
Term	Definition
Aircraft Noise	The noise generated by aircraft operating to or from Dublin Airport. For our noise monitors, this excludes aircraft not travelling to or from Dublin Airport and noise from local activity such as road traffic, wind, birds, dogs and community activity. (These other noise sources are included in the measured Total Noise.)
(Correlated) Aircraft Noise Event	This is a noise event that is matched to an aircraft flight near the location of the NMT and the time of the noise event. Only correlated aircraft noise events are used to calculate the measured aircraft noise (e.g. Lden, Lnight, Leq16) at the NMT location.
Downtime (minutes)	The number of minutes during the period that each monitor was not operational.
Lden	Lden is the day-evening-night level. It is a descriptor of noise level based on energy equivalent noise level (Leq) over a whole day or longer, with a penalty of 5 dBA for evening noise (19:00-23:00h or 7-11pm) and a penalty of 10 dBA for night-time noise (23:00-7:00h or 11pm-7am). The 5-decibel penalty means that an evening flight is treated as the equivalent of three daytime flights. The 10-decibel penalty means that a night flight is the equivalent of 10 daytime flights.
Leq	Leq is the Equivalent Continuous Sound Level and is the average sound level, over the given period, that has the same total energy as the actual time-varying noise.
Leq16(hr)	Leq16h is the Leq over the 16-hour day-time period (7am-11pm). The Summer Leq16hr covers the 92 days from mid-June to mid-September and, at Dublin airport, is used for assessing the Residential Noise Insulation Scheme.
Leq8(hr)	Leq8h is the Leq over the 8-hour night-time period (11pm-7am). The Summer Leq16hr covers the 92 days from mid-June to mid-September. Leq8h and Lnight cover the same period, so monthly and quarterly values are identical. If the summer period is busier, the Summer Leq8h would be higher than the Annual Lnight.
Lmax	Lmax is the maximum instantaneous noise level recorded at an NMT during a noise event. Leq1sec (approx. Lmax) is displayed at each NMT on the Dublin Airport WebTrak site however, it also <u>includes</u> non-aircraft noise.
Lnight	Lnight is the night-time (11pm-7am) Leq average noise indicator. Like Lden, in this document, Lnight is reported monthly, quarterly and annually.
Measured noise levels	This is the assessment of the noise level at an NMT derived from data from the NMT. Each measured noise level is only at the NMT point location.
Modelled noise levels	This is calculated using computer software which takes into account all Dublin Airport flight operational activity. It calculates the noise levels at thousands of points across the study area and is used to produce Noise Contours. The Modelled noise level can also be calculated at each NMT point location.
(Notes: Comparing Measured and Modelled Noise Levels)	Measured noise levels at each NMT location should be the same, or close to, the Modelled noise levels. Measured data may miss some less noisy aircraft noise events, especially if the NMT is far from the airport (the aircraft is higher) or if the aircraft track is far from the NMT. Modelled data includes all aircraft activity in the entire study area. This means that Measured data should be equal to, or slightly lower than, the Modelled data. Good agreement between the Measured and Modelled data gives confidence that the Modelled Noise Contours provide good information on actual noise levels, including at locations that do not have an NMT.

Term	Definition
NMT	NMT means Noise Monitoring Terminal. They are generally located in community areas. An NMT includes a high-quality, calibrated microphone and provides continuous noise level data at the location of the NMT.
Noise Contours	Contours are lines that join points of the same modelled noise level covering a study area. All noise contours are modelled. Each year Dublin Airport publishes Annual Lden and Lnight contours and Summer Leq16h and Leq8h contours.
Noise Event	A noise event is detected at an NMT location when the noise level rises above and then falls below a pre-set threshold level. This can be caused by many different sources including aircraft, vehicles on a road, dogs barking, wind, sirens etc.
Number Above	Number Above is a single event metric unlike Lden or Lnight which are time-averaged noise metrics. N60 is the number of (aircraft noise) events with $L_{max} \geq 60$ dBA. N(SEL)70 is the number of (aircraft noise) events with $SEL \geq 70$ dBA. Note that N60 value includes the events in N65, N70 and higher.
SEL	SEL or Sound Exposure Level represents the total noise energy contained in a noise event, as if the same noise energy were compressed into a single second. For a short event (like a single dog bark) the SEL is approximately the same value as the L_{max} . For an aircraft noise event, usually 10 to 30 seconds, the SEL value is typically about 10 decibels higher than the L_{max} . The SEL values of the Correlated Aircraft Noise Events are added up and used to calculate average noise level metrics over longer periods, including annual or monthly Lden & Lnight, or monthly or summer Leq16 & Leq8.
Single Event noise metrics	Including L_{max} and SEL, these measure the noise of individual events. Along with the (daily or hourly) number of events at each noise level, these metrics provide a different perspective attempting to quantify the various experiences of individuals near flight paths.
Time-Averaged noise levels	Including Annual Lden and Lnight and Summer Leq16/8h, averaged noise levels allow the comparison of different locations around an airport, (and also other airports) where aircraft types, power settings, overflight frequency, operational time of day, and tracks heights vary. The EU and WHO uses Lden and Lnight to assess the total impact on communities for road, rail and air transport noise.
Total Noise	Total Noise is a measure of noise from all noise sources (including aircraft and non-aircraft activity) during the period. This means that Aircraft Noise cannot exceed Total Noise.
YTD	Year to date

Permanent Noise Monitoring Terminal (NMT) Locations Q3 2025



#	NMT Name		Since
1	Bay Lane	●	2015
2	St. Doolaghs	●	2015
3	Bishopswood	●	2015
4	Feltrim	●	2015
5	Balcultry	●	2015
6	St. Davids	●	2015
7	Swords	●	07/2022
8	Malahide	●	07/2022
10	St. Margaret's NS	●	07/2022
20	Coast Rd (OP)	●	2015
26	Kilcospin NS	●	12/2022
27	Summerhill	●	09/2023
28	Newpark	●	09/2023
29	Ashbourne	●	09/2023
30	Roundwood	●	09/2023
31	Dunboyne	●	09/2023
32	Donabate	●	09/2023
33	Ardgillan	●	01/2024
34	Portmarnock	●	06/2024
35	Ballyboughal	●	06/2024
37	Ongar	●	08/2024
38	Clondalkin	●	08/2024
39	Lucan	●	08/2024
40	Bray	●	08/2024
206	Ratoath	●	03/2024

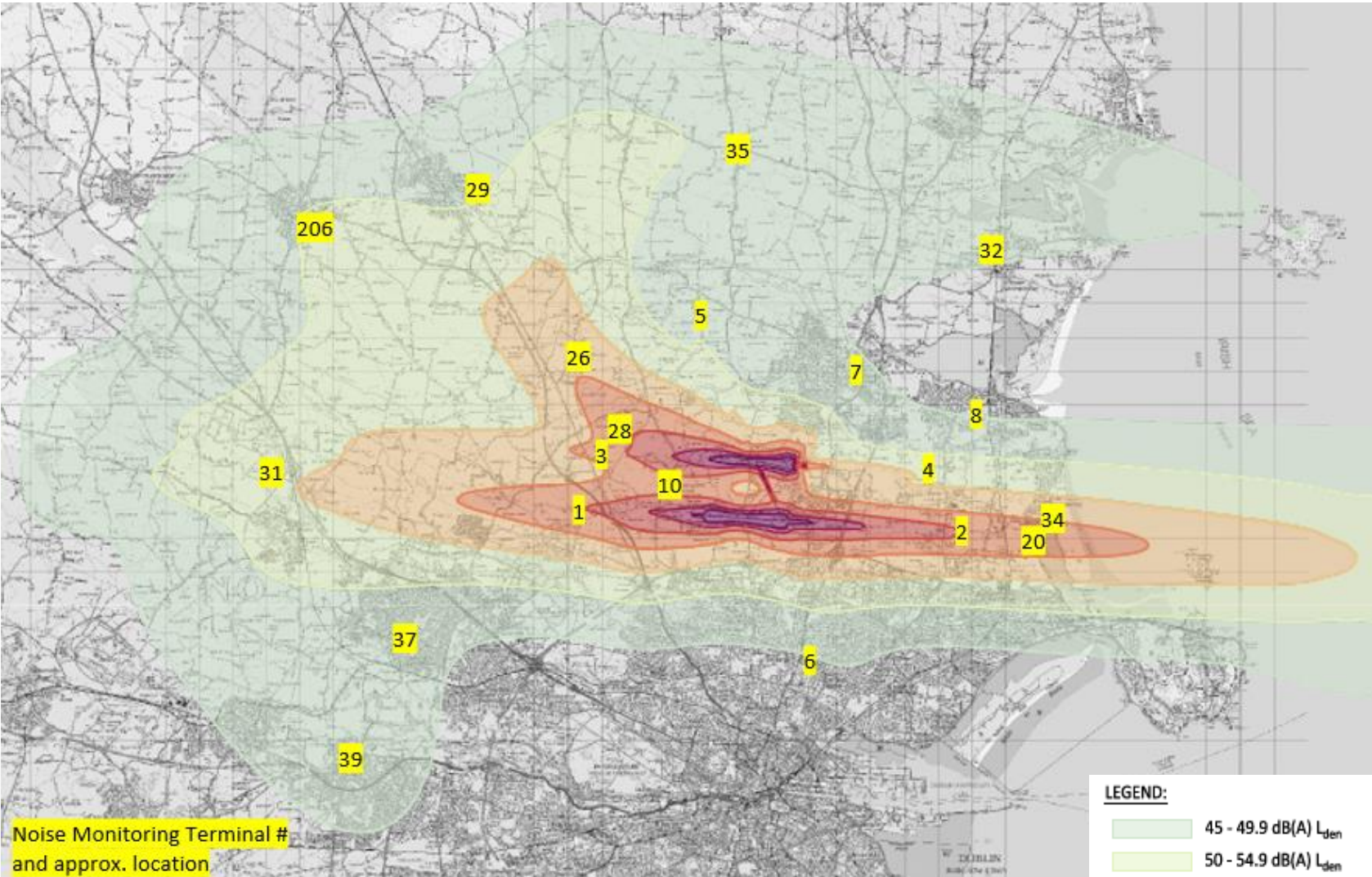


● = Permanent NMTs located near Dublin Airport

● = Permanent NMTs located further out from Dublin Airport

Modelled Lden Noise Contour Levels at Permanent NMT Locations

#	NMT Name	Lden 2023	Lden 2024
1	Bay Lane	65	64.0
2	St. Doolaghs	65	64.8
3	Bishopswood	60	61.1
4	Feltrim	54	54.1
5	Balcultry	49	49.2
6	St.Davids	44	43.3
7	Swords	45	45.7
8	Malahide	46	46.3
10	St.Margarets NS	63	63.7
20	Coast Rd (OP)	63	62.7
26	Kilcoskan NS	58	59.5
27	Summerhill	38	35.8
28	Newpark	60	61.8
29	Ashbourne	49	50.0
30	Roundwood	36	37.7
31	Dunboyne	54	53.1
32	Donabate	45	45.1
33	Ardgillan	33	33.3
34	Portmarnock	54	58.2
35	Ballyboughal	47	49.0
37	Ongar		48.3
38	Clondalkin		43.4
39	Lucan		46.0
40	Bray		33.6
206	Ratoath	47	50.5



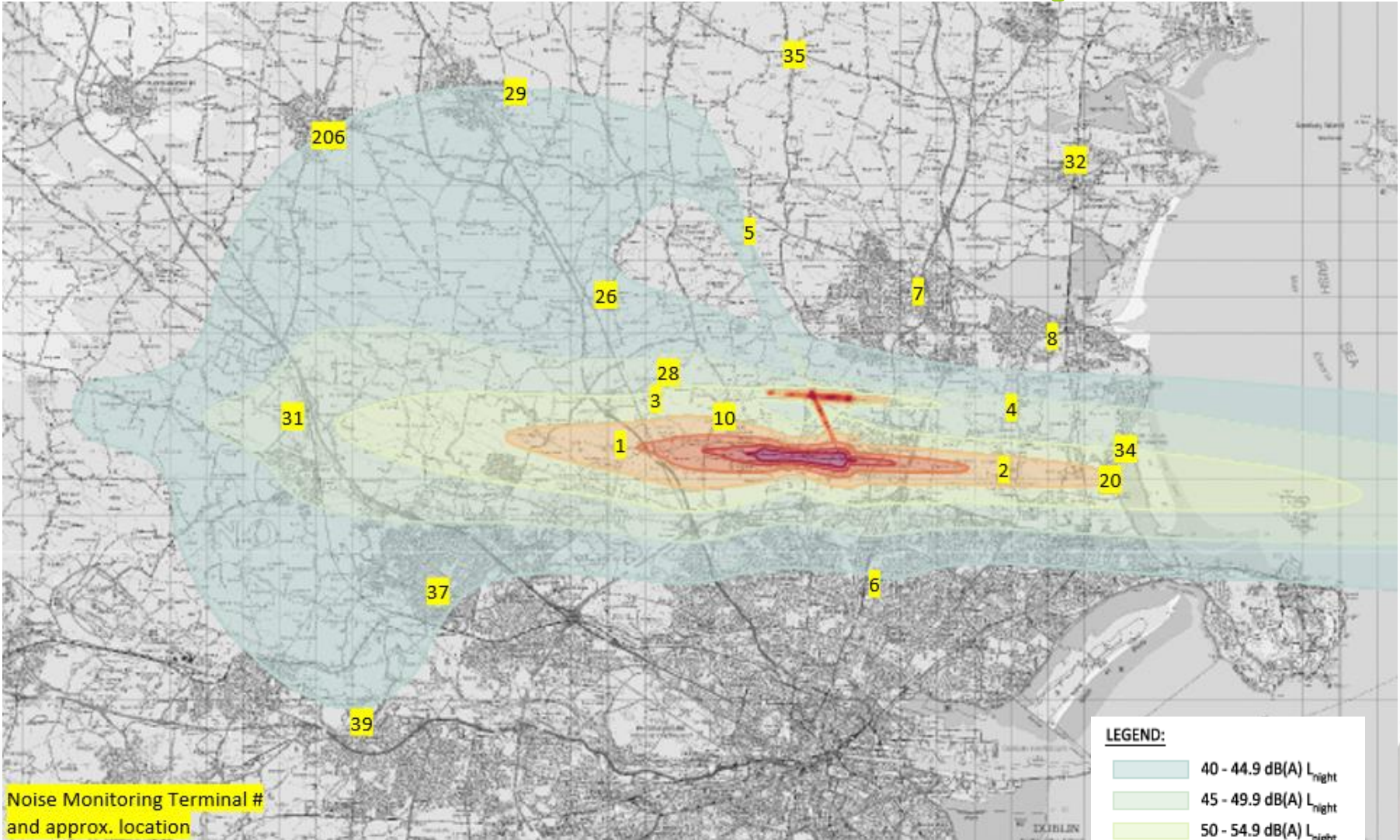
Map of 2024 Annual Lden Noise contours

5 NMT (27, 30, 33, 38, 40) are located outside this map's boundaries

Including Permanent NMT installations

Modelled Night Noise Contour Levels at Permanent NMT Locations

#	NMT Name	Lnight 2023	Lnight 2024
1	Bay Lane	58.5	58.4
2	St. Doolaghs	57.0	57.0
3	Bishopswood	49.1	49.4
4	Feltrim	46.4	47.3
5	Balcultry	39.0	40.5
6	St.Davids	36.0	36.3
7	Swords	36.7	36.9
8	Malahide	38.4	38.5
10	St.Margarets NS	55.2	55.7
20	Coast Rd (OP)	55.0	55.0
26	Kilcoskan NS	40.5	40.4
27	Summerhill	31.3	28.1
28	Newpark	44.6	44.9
29	Ashbourne	39.3	40.1
30	Roundwood	28.3	30.1
31	Dunboyne	47.0	47.2
32	Donabate	36.7	37.2
33	Ardgillan	23.8	23.4
34	Portmarnock		50.3
35	Ballyboughal		36.9
37	Ongar		42.3
38	Clondalkin		36.8
39	Lucan		39.7
40	Bray		24.9
206	Ratoath		40.5



Map of 2024 Annual Lnight Noise contours

5 NMT (27, 30, 33, 38, 40) are located outside this map’s boundaries

Including Permanent NMT installations

NMT – Operational Downtime and Number of Correlated Aircraft Noise Events

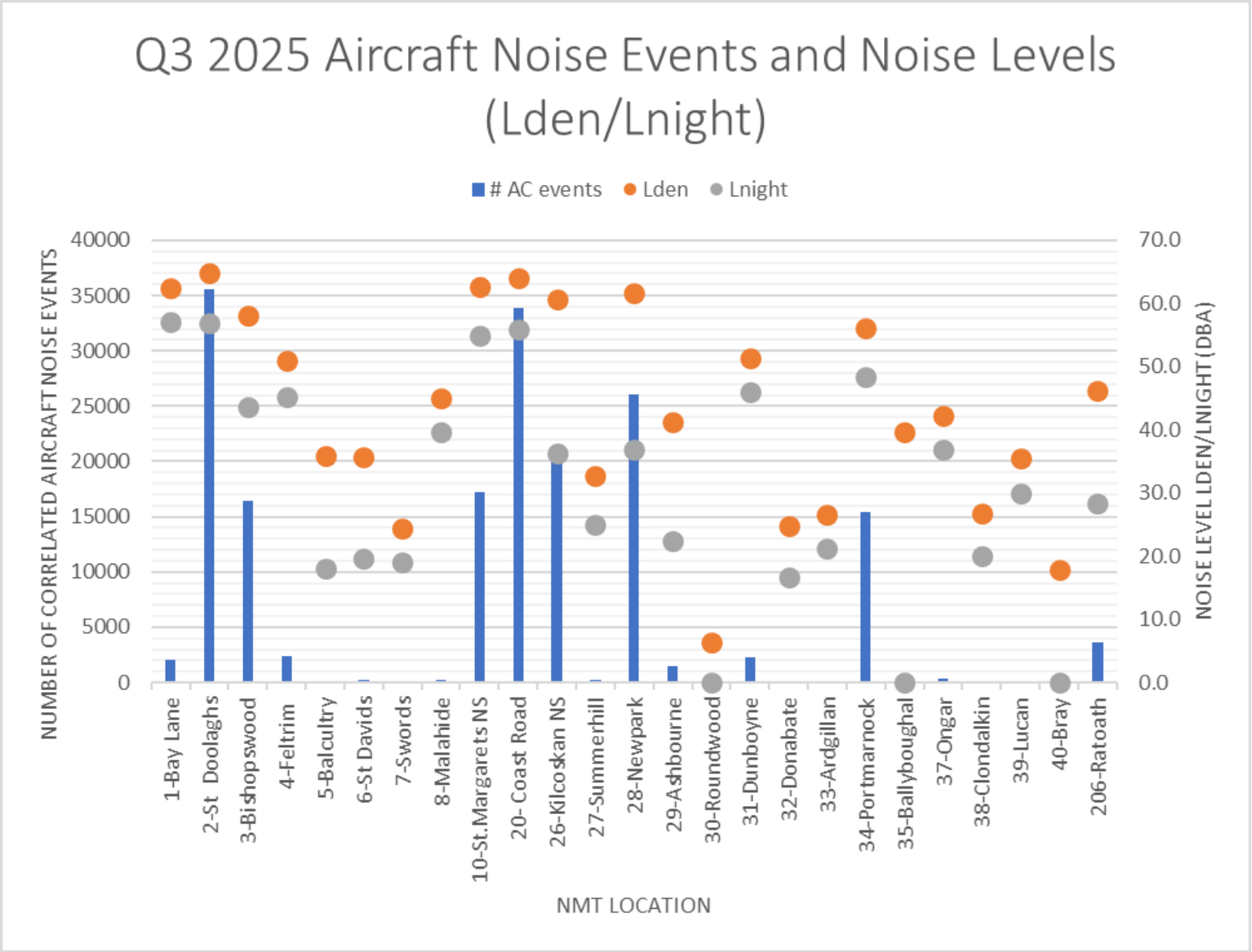
NMT	Location	July		August		September		Q3 2025
		Downtime (mins)	# Aircraft Events	Downtime (mins)	# Aircraft Events	Downtime (mins)	# Aircraft Events	# Aircraft Events
1	Bay Lane	26 days	210 (5 d)	21 days	421 (10 d)	100	1410	2041 (45 d)
2	St. Doolaghs	5	12109	6	11669	24	11841	35619
3	Bishopswood	134	5081	76	5802	23	5550	16433
4	Feltrim	60	687	2	912	51	737	2336
5	Balcultry	50	18	78	54	56	12	84
6	St.Davids	162	39	3	109	2	47	195
7	Swords	30	2	101	1	136	6	9
8	Malahide	2866	5	102	81	96	8	94
10	St.Margarets NS	33	6512	68	4761	97	5982	17255
20	Coast Rd (OP)	0	11617	0	10953	0	11263	33833
26	Kilcoskan NS	120	7594	0	5556	1	6745	19895
27	Summerhill	39	8	76	128	67	104	240
28	Newpark	192	7737	67	8929	66	9388	26054
29	Ashbourne	37	308	100	400	99	744	1452
30	Roundwood	32	0	68	0	195	0	0
31	Dunboyne	31	589	69	866	66	821	2276
32	Donabate	17	5	17	5	17	10	20
33	Ardgillan	17	5	45	4	126	4	13
34	Portmarnock	31	2949	142	6268	66	6165	15382
35	Ballyboughal	68	166	77	109	98	121	396
37	Ongar	68	146	129	117	120	76	339
38	Clondalkin	98	12	120	10	127	7	29
39	Lucan	62	46	100	26	125	23	95
40	Bray	69	3	99	1	65	0	4
206	Ratoath	32	1766	68	768	98	1056	3590

NMT 1 down for 47 days in July and Aug due to power failure and part replacement.

Including Permanent NMT installations only

NMT – Q3 2025 Monthly and Quarterly Lden, Lnight and Leq16hr

NMT	Location	# Correlated Aircraft Noise Events				Lden (dBA)				Lnight (=Leq 8h) (dBA)				Leq16h (dBA)			
		Jul	Aug	Sep	Q3	Jul	Aug	Sep	Q3	Jul	Aug	Sep	Q3	Jul	Aug	Sep	Q3
1	Bay Lane (45d only)	210 (5d)	421 (10d)	1410	2041	61.6	62.0	63.4	63.0 (45d)	56.3	56.7	58.2	57.7 (45d)	35.9	42.1	42.1	41.7 (45d)
2	St. Doolaghs	12109	11669	11841	35619	64.8	64.4	65.0	64.7	57.0	56.3	57.1	56.8	61.6	61.6	61.8	61.6
3	Bishopswood	5081	5802	5550	16433	57.3	58.3	58.7	58.1	39.6	44.5	44.8	43.5	57.7	58.2	58.5	58.2
4	Feltrim	687	912	737	2336	49.3	54.0	46.4	51.0	43.3	48.4	38.6	45.1	42.4	43.8	43.9	43.4
5	Balcultry	18	54	12	84	30.7	39.8	28.5	35.8	17.9	16.3	19.3	18.0	31.4	41.5	26.6	37.3
6	St.Davids	39	109	47	195	30.7	38.6	33.9	35.6	0.0	21.4	21.6	19.7	32.2	40.0	34.7	36.9
7	Swords	2	1	6	9	19.7	20.7	27.9	24.3	13.8	15.5	22.6	19.0	12.4	0.0	12.9	11.0
8	Malahide	5	81	8	94	20.1	34.2	21.0	29.8	13.5	28.7	0.0	24.1	13.6	21.1	20.2	19.3
10	St.Margarets NS	6512	4761	5982	17255	62.8	61.8	63.0	62.6	55.1	54.4	55.3	55.0	59.5	58.1	59.8	59.2
20	Coast Rd (OP)	11617	10953	11263	33833	64.2	63.6	64.5	64.1	56.2	55.4	56.3	56.0	61.3	60.9	61.9	61.4
26	Kilcoskan NS	7594	5556	6745	19895	61.1	59.7	61.1	60.7	35.3	38.9	29.6	36.1	61.6	60.0	61.6	61.1
27	Summerhill	8	128	104	240	24.8	34.6	34.1	32.8	18.6	26.0	26.7	24.9	19.5	33.4	31.3	30.8
28	Newpark	7737	8929	9388	26054	61.9	61.0	62.0	61.7	34.4	40.4	29.5	36.9	62.4	61.4	62.4	62.1
29	Ashbourne	308	400	744	1452	39.3	40.2	43.2	41.2	23.2	21.3	22.3	22.4	39.9	41.4	43.9	42.0
30	Roundwood	0	0	0	0	6.4	6.4	6.4	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31	Dunboyne	589	866	821	2276	49.9	51.8	52.0	51.3	44.6	46.6	46.7	46.1	27.9	31.7	31.8	30.8
32	Donabate	5	5	10	20	21.0	24.7	26.8	24.8	0.0	18.0	18.9	16.7	22.1	20.5	25.3	23.1
33	Ardgillan	5	4	4	13	23.3	26.9	28.4	26.6	17.6	21.6	23.1	21.3	15.5	0.0	0.0	11.0
34	Portmarnock	2949	6268	6165	15382	54.2	56.7	57.0	56.1	46.3	48.8	49.3	48.3	51.3	54.1	53.8	53.2
35	Ballyboughal	166	109	121	396	39.8	38.4	39.2	39.2	0.0	0.0	0.0	0.0	40.7	39.2	40.3	40.1
37	Ongar	146	117	76	339	43.1	42.1	40.9	42.1	37.8	36.8	35.6	36.8	25.5	24.6	26.1	25.4
38	Clondalkin	12	10	7	29	27.3	27.3	25.6	26.8	19.5	20.5	19.7	19.9	20.8	21.1	15.2	19.8
39	Lucan	46	26	23	95	37.0	34.0	34.5	35.4	31.8	28.6	28.6	30.0	15.8	19.6	24.1	21.0
40	Bray	3	1	0	4	21.4	16.0	6.4	17.9	0.0	0.0	0.0	0.0	20.0	17.3	0.0	17.2
206	Ratoath	1766	768	1056	3590	47.3	44.0	46.4	46.1	30.4	26.2	27.2	28.4	47.9	44.6	46.9	46.7



2024 and Quarterly 2025 (YTD) Measured Lden, Night & Leq16hr

NMT	Location	Lden (dBA) [Modelled Contour and Measured]							Lnight (=Leq 8h) (dBA) [Modelled Contour and Measured]							Leq16h (dBA) [Measured]					
		'24 Model	'24 NMT	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025	'24 Model	'24 NMT	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025	'24 NMT	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025
1	Bay Lane (45d)	64.0	63.4	63.7	63.8	63.0 *			58.4	57.8	58.2	58.6	57.7*			51.6	50.6	42.5	41.7*		
2	St. Doolaghs	64.8	64.3	63.4	64.3	64.7			57.0	56.5	55.4	56.1	56.8			61.0	60.5	61.7	61.6		
3	Bishopswood	61.1	58.4	58.6	59.7	58.1			49.4	45.1	44.0	43.3	43.5			58.4	58.7	59.8	58.2		
4	Feltrim	54.1	52.4	51.5	52.4	51.0			47.3	45.3	44.0	45.9	45.1			48.5	48.3	47.2	43.4		
5	Balcultry	49.2	44.1	40.9	37.7	35.8			40.5	37.2	27.1	25.8	18.0			37.8	41.4	36.8	37.3		
6	St.Davids	43.3	42.8	40.6	40.9	35.6			36.3	34.8	28.8	31.7	19.7			39.3	40.8	39.7	36.9		
7	Swords	45.7	38.7	37.3	37.8	24.3			36.9	26.8	18.6	30.3	19.0			37.2	37.9	34.5	11.0		
8	Malahide	46.3	38.9	35.8	41.4	29.8			38.5	32.0	28.9	35.9	24.1			32.6	31.0	28.9	19.3		
10	St.Margarets	63.7	63.4	61.8	61.7	62.6			55.7	56.1	54.6	54.4	55.0			59.6	57.9	57.9	59.2		
20	Coast Rd (OP)	62.7	62.6	62.6	63.3	64.1			55.0	54.5	54.1	54.9	56.0			59.6	60.3	60.9	61.4		
26	Kilcoskan NS	59.5	60.4	58.7	59.4	60.7			40.4	36.0	35.0	37.4	36.1			61.1	59.4	60.0	61.1		
27	Summerhill	35.8	33.8	31.3	34.9	32.8			28.1	23.3	24.0	24.0	24.9			33.5	27.7	33.2	30.8		
28	Newpark	61.8	61.3	59.0	59.7	61.7			44.9	36.7	34.3	37.0	36.9			61.9	59.6	60.2	62.1		
29	Ashbourne	50.0	39.7	38.7	39.1	41.2			40.1	23.4	19.8	23.0	22.4			40.4	39.4	39.8	42.0		
30	Roundwood	37.7	17.7	0	0	6.4			30.1	0.0	0.0	0.0	0.0			19.2	0.0	0.0	0.0		
31	Dunboyne	53.1	50.4	50.6	51.9	51.3			47.2	44.9	45.1	46.7	46.1			38.3	35.2	28.6	30.8		
32	Donabate	45.1	32.7	29.8	32.3	24.8			37.2	21.6	18.4	21.8	16.7			31.1	29.3	31.0	23.1		
33	Ardgillan	33.3	30.1	28.5	28.7	26.6			23.4	20.9	11.8	21.7	21.3			27.8	28.1	24.7	11.0		
34	Portmarnock	58.2	54.8 ⁸	54.6	58.3	56.1			50.3	46.9 ⁸	47.0	51.5	48.3			52.1 ⁸	51.6	53.5	53.2		
35	Ballyboughal	49.0	38.3 ⁸	38.1	38.8	39.2			36.9	24.1 ⁸	24.9	18.1	0.0			38.7 ⁸	38.6	39.9	40.1		
37	Ongar	48.3	40.6 ³	39.9	42.8	42.1			42.3	34.8 ³	34.4	37.4	36.8			32.0 ³	27.5	27.0	25.4		
38	Clondalkin	43.4	37.8 ³	22.9	28.3	26.8			36.8	24.5 ³	16.8	20.1	19.9			38.6 ³	16.6	26.6	19.8		
39	Lucan	46.0	33.8 ³	30.6	35.3	35.4			39.7	25.3 ³	22.6	28.9	30.0			32.6 ³	24.8	27.8	21.0		
40	Bray	33.6	33.4 ³	24.7	31.4	17.9			24.9	16.4 ³	10.6	10.6	0.0			34.0 ³	24.9	31.2	17.2		
206	Ratoath	50.5	47.0 ¹⁰	44.3	46.3	46.1			40.5	27.1 ¹⁰	28.4	28.0	28.4			47.4 ¹⁰	45.0	46.9	46.7		

Total Noise versus Aircraft Noise Q1, Q2 & Q3 2025

NMT	Location	Lden Q1 2025			Lden Q2 2025			Lden Q3 2025		
		Total Noise (dBA)	Aircraft Noise (dBA)	# Aircraft Noise Events	Total Noise (dBA)	Aircraft Noise (dBA)	# Aircraft Noise Events	Total Noise (dBA)	Aircraft Noise (dBA)	# Aircraft Noise Events
1	Bay Lane	68.7	63.7	3817	65.6	63.8	4431	64.4 (45d)	62.4	2041 (45d)
2	St. Doolaghs	65.0	63.4	24307	65.0	64.3	33551	65.3	64.8	35619
3	Bishopswood	64.8	58.6	14535	63.5	59.7	20662	63.2	58.1	16433
4	Feltrim	66.2	51.5	5115	59.7	52.5	5095	60.8	50.9	2336
5	Balcultry	63.2	40.9	99	69.1	37.6	75	55.8	35.6	84
6	St.Davids	64.2	40.6	283	55.1	40.8	330	57.7	35.5	195
7	Swords	68.6	37.3	98	60.8	37.7	48	66.6	24.4	9
8	Malahide	63.9	35.8	254	61.8	41.5	369	76.8	29.5	94
10	St.Margarets NS	67.0	61.8	12310	66.0	61.7	14223	66.2	62.6	17255
20	Coast Rd (OP)	68.3	62.6	23282	66.3	63.3	30742	66.6	64.1	33833
26	Kilcoskan NS	66.6	58.7	11690	62.5	59.4	14130	63.2	60.7	19895
27	Summerhill	61.2	31.3	106	58.9	34.9	106	58.0	32.7	240
28	Newpark	67.2	59.0	13189	61.5	59.7	15013	62.8	61.7	26054
29	Ashbourne	62.7	38.7	827	57.1	39.1	851	56.0	41.2	1452
30	Roundwood	57.6	6.4	0	55.0	6.4	0	59.0	6.4	0
31	Dunboyne	61.1	50.6	1733	59.0	51.9	2338	60.6	51.3	2276
32	Donabate	58.5	29.8	34	54.7	32.4	32	54.3	24.8	20
33	Ardgillan	58.1	28.5	38	53.2	28.6	21	54.2	26.6	13
34	Portmarnock	60.2	54.6	6758	60.8	58.3	9705	59.0	56.1	15382
35	Ballyboughal	64.0	38.1	224	62.3	38.8	338	61.3	39.2	396
37	Ongar	65.3	39.9	201	60.1	42.8	280	59.0	42.1	339
38	Clondalkin	65.8	22.9	859	58.0	28.2	35	59.0	26.8	29
39	Lucan	57.4	30.6	308	54.7	35.3	78	54.7	35.4	95
40	Bray	59.3	24.7	108	58.1	31.5	38	55.1	17.9	4
206	Ratoath	60.1	44.3	2541	55.3	46.3	3971	54.8	46.2	3590

- **Total Noise** includes all noise sources detected at the NMT.
- **Aircraft Noise** only includes noise events that are correlated with the flight radar and time of aircraft operational events – i.e. arrivals and departures at Dublin Airport.

Q3 2025 Lmax and SEL Number Above (NA) data (Daily Average)



NMT	Location	Average Number of Aircraft Noise Events per DAY Above Lmax (dBA) [e.g. N60 = Number of events above Lmax 60dBA]						# Aircraft N Events / DAY	Average Number of Aircraft Noise Events per DAY Above SEL [e.g. N(SEL)70 = Number of events above SEL 70dBA]						# Aircraft N Events
		N60	N65	N70	N75	N80	N85	(Av day Q3)	N(SEL)70	N(SEL)75	N(SEL)80	N(SEL)85	N(SEL)90	N(SEL)95	(Total in Q3)
1	Bay Lane	45.4	45.4	43.8	26.2	4.0	0.1	45.4	45.4	45.2	42.2	24.8	1.5	0.0	2041 (45 d)
2	St. Doolaghs	387.2	387.2	367.2	145.5	5.2	0.1	387.2	387.2	385.1	357.0	78.8	3.5	0.0	35619
3	Bishopswood	178.8	178.8	140.9	51.4	1.7	0.1	178.6	178.8	175.5	127.5	27.5	2.1	0.2	16433
4	Feltrim	25.4	19.5	6.5	2.1	0.0		25.4	25.3	18.8	6.2	1.2	0.0		2336
5	Balcultry	0.9	0.9	0.6	0.5	0.1	0.0	0.9	0.9	0.9	0.6	0.4	0.0		84
6	St.Davids	2.1	2.0	1.3	0.2	0.0		2.1	2.1	2.0	0.9	0.2	0.0		195
7	Swords	0.1	0.1					0.1	0.1	0.0					9
8	Malahide	0.3	0.1	0.0				1.0	0.3	0.1	0.0				94
10	St.Margarets NS	187.3	181.5	175.1	90.2	9.5	0.1	187.6	187.0	181.7	168.2	62.6	4.9		17255
20	Coast Rd (OP)	367.8	367.8	345.5	64.0	3.1	0.1	367.8	367.8	367.8	343.7	67.2	1.8	0.1	33833
26	Kilcoskan NS	216.3	215.8	210.1	108.2	10.8	0.1	216.3	216.5	215.7	205.7	93.6	8.4	0.0	19895
27	Summerhill	2.5	0.8	0.1	0.0	0.0		2.6	2.1	0.8	0.0	0.0			240
28	Newpark	283.2	246.4	194.7	114.2	15.5	0.8	283.2	283.0	235.9	197.9	122.0	13.8	0.3	26054
29	Ashbourne	15.8	13.1	2.4	0.2			15.8	15.8	10.2	2.0	0.1			1452
30	Roundwood	0						0.0	0						0
31	Dunboyne	24.3	13.2	1.8	0.0			24.7	24.0	15.4	2.3	0.0			2276
32	Donabate	0.2	0.2	0.0				0.2	0.2	0.1	0.0				20
33	Ardgillan	0.1	0.1	0.0				0.1	0.1	0.0	0.0				13
34	Portmarnock	167.2	132.6	38.4	3.8	0.0		167.2	166.8	130.5	49.8	5.0	0.2		15382
35	Ballyboughal	4.3	4.3	4.3	0.7	0.0		4.3	4.3	4.3	2.7	0.2			396
37	Ongar	3.2	1.4	0.1				3.7	3.4	2.2	0.2				339
38	Clondalkin	0.3	0.1	0.0				0.3	0.3	0.1	0.0				29
39	Lucan	1.1	0.2	0.0				1.0	1.0	0.5	0.0				95
40	Bray	0.0	0.0	0.0				0.0	0.0	0.0					4
206	Ratoath	39.0	32.8	6.5	0.8	0.1		39.0	38.2	29.3	6.7	0.4			3590

This data shows Lmax and SEL distributions of correlated aircraft noise events each day averaged over Q2 2025. For example, N60 = number of daily events over Lmax 60 dBA.

Q3 2025 Lmax and SEL Percentages in 5-decibel bands (3 months)



NMT	Location	Percentage of Aircraft Noise Events in each Lmax Range (dBA)						# Aircraft Noise Events /DAY	Percentage of Aircraft Noise Events in each SEL Range (dBA)						# Aircraft Noise Events
		60-64.9	65-69.9	70-74.9	75-79.9	80-84.9	85-89.9	(Av day Q3)	70-74.9	75-79.9	80-84.9	85-89.9	90-94.9	95-99.9	(Total in Q3)
1	Bay Lane		4%	39%	49%	9%	0%	45.4	0%	7%	38%	51%	3%	0%	2041 (45 d)
2	St. Doolaghs	0%	5%	57%	36%	1%	0%	387.2	1%	7%	72%	19%	1%	0%	35619
3	Bishopswood		21%	50%	28%	1%	0%	178.6	2%	27%	56%	14%	1%	0%	16433
4	Feltrim	23%	51%	17%	8%	0%		25.4	26%	49%	20%	4%	0%		2336
5	Balcultry		30%	19%	40%	10%	1%	0.9	4%	27%	21%	43%	5%		84
6	St.Davids	4%	34%	54%	6%	2%		2.1	8%	50%	35%	6%	2%		195
7	Swords	40%	50%					0.1	70%	20%					9
8	Malahide	26%	7%	1%				1.0	22%	4%	1%				94
10	St.Margarets NS	3%	3%	45%	43%	5%	0%	187.6	3%	7%	56%	31%	3%		17255
20	Coast Rd (OP)		6%	77%	17%	1%	0%	367.8		7%	75%	18%	0%	0%	33833
26	Kilcoskan NS	0%	3%	47%	45%	5%	0%	216.3	0%	5%	52%	39%	4%	0%	19895
27	Summerhill	63%	29%	1%	0%	0%		2.6	52%	28%	0%	0%			240
28	Newpark	13%	18%	28%	35%	5%	0%	283.2	17%	13%	27%	38%	5%	0%	26054
29	Ashbourne	17%	68%	14%	1%			15.8	35%	52%	12%	1%			1452
30	Roundwood							0.0							0
31	Dunboyne	45%	46%	7%	0%			24.7	35%	53%	9%	0%			2276
32	Donabate	25%	55%	20%				0.2	35%	45%	20%				20
33	Ardgillan	36%	50%	7%				0.1	71%	14%	7%				13
34	Portmarnock	21%	56%	21%	2%	0%		167.2	22%	48%	27%	3%	0%		15382
35	Ballyboughal			85%	15%	1%		4.3	1%	38%	58%	4%			396
37	Ongar	48%	37%	2%				3.7	32%	54%	5%				339
38	Clondalkin	59%	14%	7%				0.3	66%	10%	7%				29
39	Lucan	81%	15%	3%				1.0	54%	43%	2%				95
40	Bray	20%	40%	20%				0.0	20%	60%					4
206	Ratoath	16%	67%	15%	2%	0%		39.0	23%	58%	16%	1%			3590

Q3 2025 Lmax data (Day, Evening & Night averages over the 3 months)



NMT	Location	Average Number of Day time Events over each Lmax Level (Day Period is 12 hours, 7am to 7pm)						Average Number of Evening time Events over each Lmax Level (Evening Period is 4 hrs, 7pm to 11pm)						Average Number of Night time Events over each Lmax Level (Night Period is 8 hours 11pm to 7am)					
		N60	N65	N70	N75	N80	N85	N60	N65	N70	N75	N80	N85	N60	N65	N70	N75	N80	N85
1	Bay Lane (45d)	3.3	3.3	3.0	1.1	0.1	0.0	0.8	0.8	0.7	0.4	0.0	0.0	41.3	41.3	40.1	24.8	3.8	0.1
2	St. Doolaghs	264.8	264.8	250.1	97.9	4.5	0.1	69.4	69.4	65.8	25.8	0.2	0.0	53.1	53.1	51.3	21.9	0.4	0.0
3	Bishopswood	144.4	144.4	116.6	43.6	1.5	0.1	29.3	29.3	22.1	7.3	0.1	0.0	5.1	5.1	2.1	0.4	0.1	0.0
4	Feltrim	16.6	13.9	3.7	0.2	0.0	0.0	2.7	1.6	0.3	0.0	0.0	0.0	6.1	3.9	2.6	1.8	0.0	0.0
5	Balcultry	0.8	0.8	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6	St.Davids	2.1	2.0	1.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	Swords	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
8	Malahide	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
10	St.Margarets NS	119.1	119.1	119.0	63.9	8.6	0.1	35.2	35.2	31.6	12.9	0.2	0.0	32.9	27.2	24.6	13.5	0.6	0.0
20	Coast Rd (OP)	251.1	251.1	236.6	48.7	2.6	0.1	66.6	66.6	61.9	6.9	0.2	0.0	50.1	50.1	47.0	8.4	0.3	0.0
26	Kilcoskan NS	176.4	175.8	171.2	89.7	10.4	0.1	39.5	39.5	38.5	18.4	0.4	0.0	0.8	0.5	0.4	0.2	0.0	0.0
27	Summerhill	2.1	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0
28	Newpark	231.6	202.0	158.2	94.6	14.4	0.8	50.7	43.8	36.2	19.5	1.1	0.0	1.0	0.6	0.3	0.2	0.0	0.0
29	Ashbourne	13.3	11.6	2.3	0.2	0.0	0.0	2.2	1.4	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
30	Roundwood	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31	Dunboyne	1.4	0.6	0.1	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	22.4	12.4	1.7	0.0	0.0	0.0
32	Donabate	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
33	Ardgillan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
34	Portmarnock	96.6	96.6	32.0	3.8	0.0	0.0	28.3	18.1	3.7	0.0	0.0	0.0	42.2	17.8	2.8	0.0	0.0	0.0
35	Ballyboughal	4.0	4.0	4.0	0.5	0.0	0.0	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
37	Ongar	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	1.3	0.1	0.0	0.0	0.0
38	Clondalkin	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
39	Lucan	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0
40	Bray	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
206	Ratoath	32.0	27.4	6.3	0.7	0.1	0.0	6.4	5.3	0.3	0.0	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0

This data shows Lmax events during day, evening and night periods, averaged over Q3 2025.
For example, N60 = number of events over Lmax 60 dBA (in this case the figure is the daily average over the quarter.)



Part 2: Noise Monitoring Data 92-day Summer 2025 (16 June – 15 Sept)

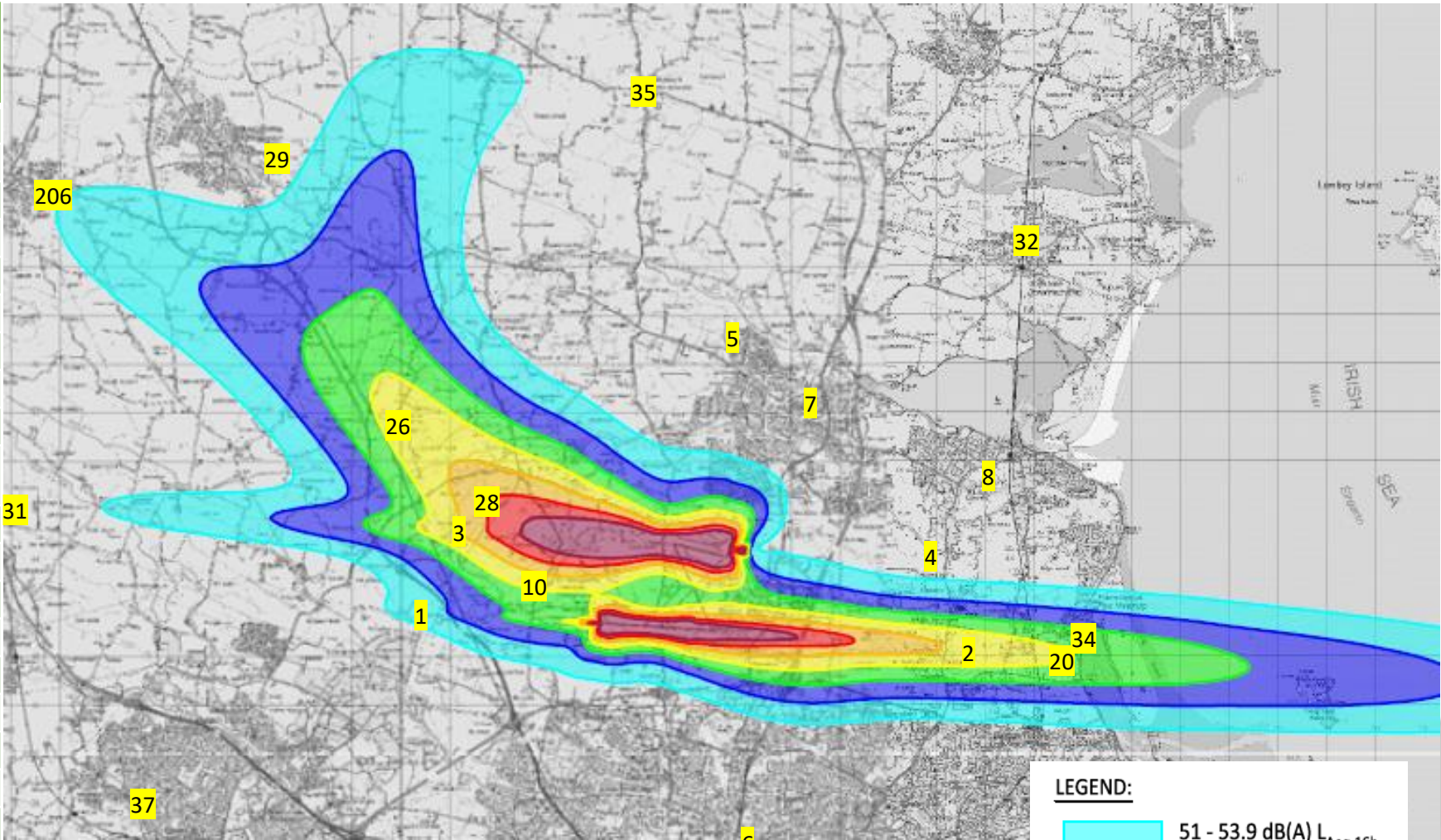


Why we have both Annual Lden and Lnight and Summer Leq16h and Leq8h noise contours.

- Before the EU agreed on the use of the Annual Lden and Lnight metrics in the early 2000's, Dublin Airport (and UK airports) mainly conducted noise impact assessment using the average noise levels over the 16-hour day (0700 – 2300) and the 8-hour night (2300 – 0700) assessed over the 92-day summer period - 16 June to 15 September. These are the Leq16h and Leq8h metrics, respectively.
- In 2004 when Dublin Airport applied for planning permission for the North Runway impact assessments were based on the Summer Leq16h and Leq8h metrics. The Leq16h daytime metric was also referred to as the “Daytime Annoyance” metric.
- The 2007 North Runway (NR) Planning Permission established the Noise Insulation Schemes (NIS) all based on the then-forecast summer Leq16h contours. These include the Residential Noise Insulation Scheme (RNIS), based on 63 dBA Leq16h, the Voluntary Dwelling Purchase Scheme (VDPS), based on 69 dBA Leq16h, and the School Insulation Scheme (SIS), based on 60 dBA Leq 16h. In 2024, the first NIS review was reported 2-years after the opening of the new North Runway and this review was based on the 2023 Summer Leq16h contour. (This was still during the 2024 summer period.)
- Since 2006, Dublin Airport has published Annual Lden and Lnight contours (every 5 years), and since 2018, four sets of contours have been published every year – Annual Lden and Lnight and Summer Leq16h and Leq8h.
- In 2020, Dublin Airport applied to modify the NR nighttime operating restriction (an application called the “Relevant Action”) and proposed the Residential Sound Insulation Grant Scheme (RSIGS). This Grant Scheme eligibility was based on the Annual 55 dBA Lnight contour.
- The 2021 Dublin Airport Noise Abatement Objective (NAO) uses assessments based on the Annual Lden and Lnight noise contours.
- As Dublin Airport reports the Summer Leq16h and Leq8h metrics and the NMT can measure them, the resulting data for the 2023 calculated summer contours and the 2023 and 2024 measured noise level are reported here.

92-day Summer Day – Modelled Contours and Measured NMT Levels

#	NMT Name	Leq 16h 2024 (Model)	Leq16 2023 (NMT)	Leq16 2024 (NMT)	Leq16 2025 (NMT)
1	Bay Lane	51.5	53.9	48.1	42.6 (45d)
2	St. Doolaghs	61.9	61.2	61.2	61.7
3	Bishopswood	60.7	57.8	58.1	58.0
4	Feltrim	48.8	43.7	49.8	43.4
5	Balcultry	47.4	41.7	33.5	37.4
6	St.Davids	39.3	36.5	38.3	37.4
7	Swords	44.4	50.1	38.5	22.2
8	Malahide	42.7	32.2	34.4	19.5
10	St.Margarets NS	61.9	60.5	60.4	59.2
20	Coast Rd (OP)	59.9	59.7	59.5 (37d)	61.4
26	Kilcoskan NS	60.9	61.4	62.0	61.1
27	Summerhill	32.6	35.0	29.0	29.7
28	Newpark	63.1	62.8	62.9	61.9
29	Ashbourne	49.7	31.7	41.8	41.1
30	Roundwood	35.9	17.6	22.4	0.0
31	Dunboyne	44.9	40.1	35.9	30.5
32	Donabate	42.6	0.0	31.7	26.5
33	Ardgillan	32.6		26.8	14.9
34	Portmarnock	55.2		51.0	53.0
35	Ballyboughal	49.1		39.2	40.3
37	Ongar	41.9			25.6
38	Clondalkin	39.6			20.0
39	Lucan	41.2			19.1
40	Bray	30.4			28.0
206	Ratoath	50.5		49.1	46.7



Noise Monitoring Terminal # and approx. location

Map of 2024 Leq16 Summer Day Noise contours

6 NMT (27, 30, 33, 38, 39 and 40) are located outside this map's boundaries

including Perimeter installations only

LEGEND:

51 - 53.9 dB(A) $L_{Aeq,16h}$

54 - 56.9 dB(A) $L_{Aeq,16h}$

57 - 59.9 dB(A) $L_{Aeq,16h}$

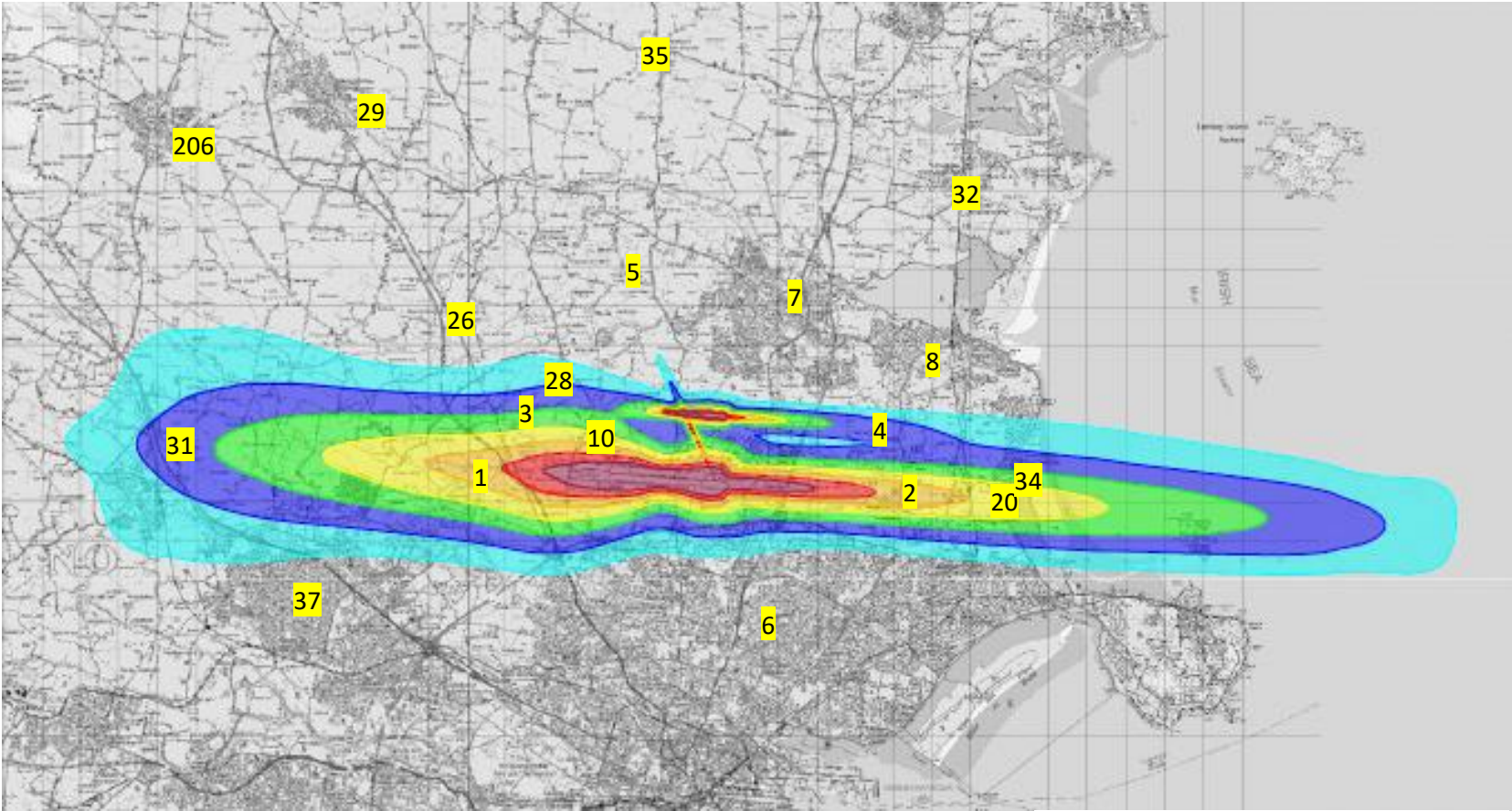
60 - 62.9 dB(A) $L_{Aeq,16h}$

63 - 65.9 dB(A) $L_{Aeq,16h}$

66 - 68.9 dB(A) $L_{Aeq,16h}$

69+ dB(A) $L_{Aeq,16h}$

#	NMT Name	Leq8h 2024 (Model)	Leq8h 2023 (NMT)	Leq8h 2024 (NMT)	Leq8h 2025 (NMT)
1	Bay Lane	58.3	57.8	57.4	57.5 (45d)
2	St. Doolaghs	57.9	57.7	57.2	56.7
3	Bishopswood	49.9	46.4	43.8	44.1
4	Feltrim	48.6	43.6	46.6	47.4
5	Balcultry	40.9	27.0	38.4	19.1
6	St.Davids	36.7	18.4	25.9	16.7
7	Swords	37.1	39.5	28.6	14.6
8	Malahide	38.6	33.5	33.9	30.6
10	St.Margarets NS	56.4	55.9	56.8	55.1
20	Coast Rd (OP)	56.0	56.0	55.2 (37d)	55.9
26	Kilcoskan NS	41.5	36.1	37.2	38.2
27	Summerhill	26.2	23.2	20.6	23.5
28	Newpark	45.8	38.8	38.1	38.8
29	Ashbourne	40.6	0.0	22.2	23.6
30	Roundwood	31.6	0.0	0.0	0.0
31	Dunboyne	47.3	45.9	44.3	45.5
32	Donabate	37.6	0.0	26.5	16.0
33	Ardgillan	23.2		23.2	20.1
34	Portmarnock	51.0		46.7	48.0
35	Ballyboughal	37.5		14.3	15.5
37	Ongar	43.3			37.2
38	Clondalkin	38.1			19.8
39	Lucan	41.0			30.2
40	Bray	22.7			0.0
206	Ratoath	40.9		28.0	28.1

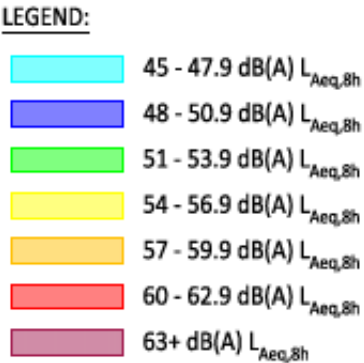


Noise Monitoring Terminal #
and approx. location

Map of 2024 Leq 8 Summer Night Noise contours

6 NMT (27, 30, 33, 38, 39 and 40) are located outside this map’s boundaries

ing Permanent NMT installations only



Part 3: Flight Track Monitoring



Page	Page Heading	Page Content
24	Explanation of Terms	
25	Standard Instrument Departures (SID) North Runway	• AirNav Ireland maps displaying the departure SIDs from North Runway towards the West and the East.
26	Standard Instrument Departures (SID) South Runway	• AirNav Ireland maps displaying the departure SIDs from South Runway towards the West and the East.
27	Busy day Flight Tracks - Westerly and Easterly Operations	Examples of a typical 'busy day' flight pattern
28	Noise Contour Modelling (1) – Core Flight Tracks	Explanation of how noise contours are modelled using core flight tracks
29	Noise Contour Modelling (2) – Dispersed Flight Tracks	Explanation of how noise contours are modelled using dispersed flight tracks
30	Conclusion	

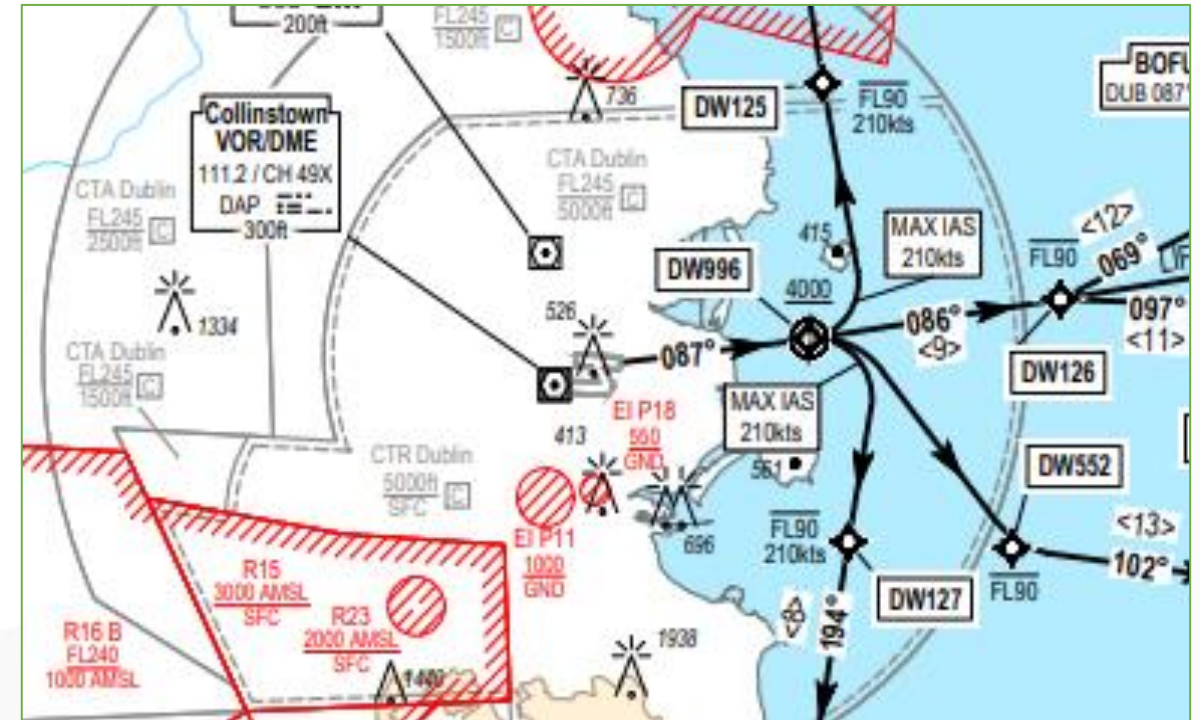
Term	Definition/ Explanation
Arrival Tracks	Arriving aircraft must fly in a straight line for at least the final 11km of their approach before landing on the runway. Aircraft approach the airport at a precise downward angle of 3 degrees, which means that they are at a height of 1,800ft when they join the final approach at the 11km point.
Departure Tracks	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), below 3000ft for the South Runway and below 4000ft for the North Runway, unless directed by Air Traffic Control.
Easterly vs Westerly Operations	In general, aircraft land and take-off facing into the wind. If the wind is easterly (blowing from the east), aircraft land from the west and take-off towards the east. If the wind is westerly (blowing from the west), aircraft land from the east (over the Irish Sea) and take-off towards the west. A moderate cross-wind component can be tolerated, but a strong north or south wind will require the use of the Crosswind Runway.
Standard Instrument Departure (SID)	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 pre-defined routes. (See Pages 20 and 21)
Flight Track	A flight track is the actual path flown by an aircraft (as opposed to a route or SID which indicate where an aircraft should go.) Flight track monitoring is based on flight radar data that is incorporated into the Noise and Flight Track Monitoring System.
Noise Modelling	A computer program is used to model airport operations and calculate the noise contours. Input data include all aircraft operations, aircraft types, runway use, time of day and flight tracks.
Modelled Flight Track	Arrival noise is dominated by the straight final approach which is relatively easy to model for the noise contour calculations. Departing aircraft generally follow the SID
Track Dispersion	In practice there is a spread or dispersion of actual tracks flown to either side of a main central track. This is modelled using a central flight track and secondary (dispersed) flight tracks to either side and the operations area divided between these tracks using a normal distribution.

Standard Instrument Departures (SID) North Runway

- Jet aircraft departures are required to follow these Standard Instrument Departures (SID).
- SID's 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)



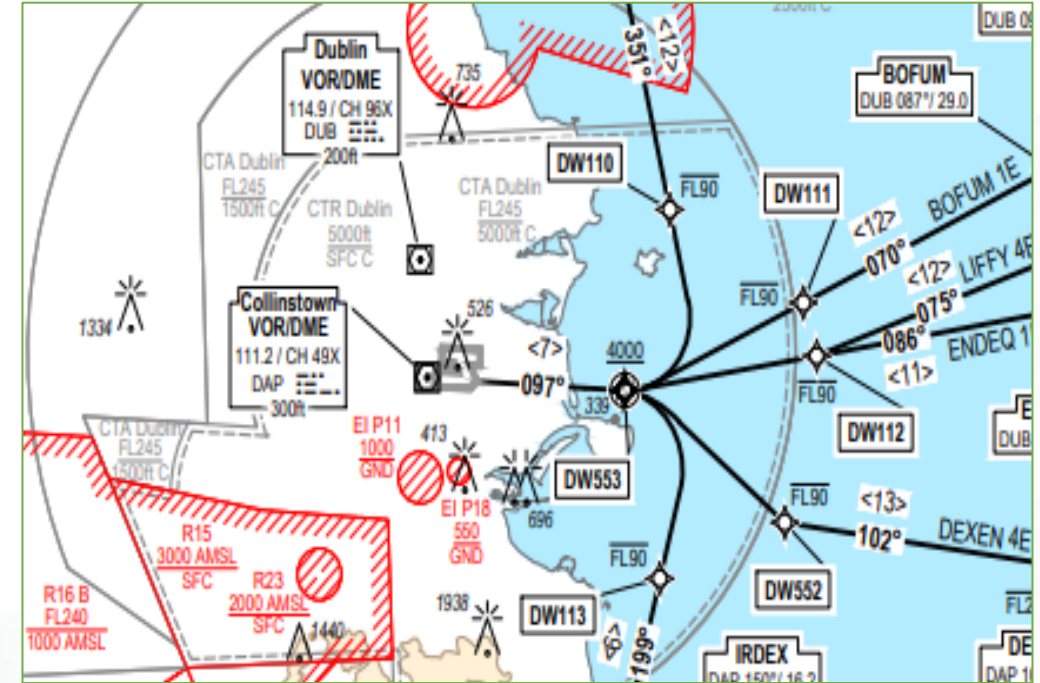
SID for North Runway (10L) departures to the east (easterly operations in easterly winds)

Note: This is only used during periods when the South Runway is closed.

- Jet aircraft departures are required to follow Standard Instrument Departures (SID)

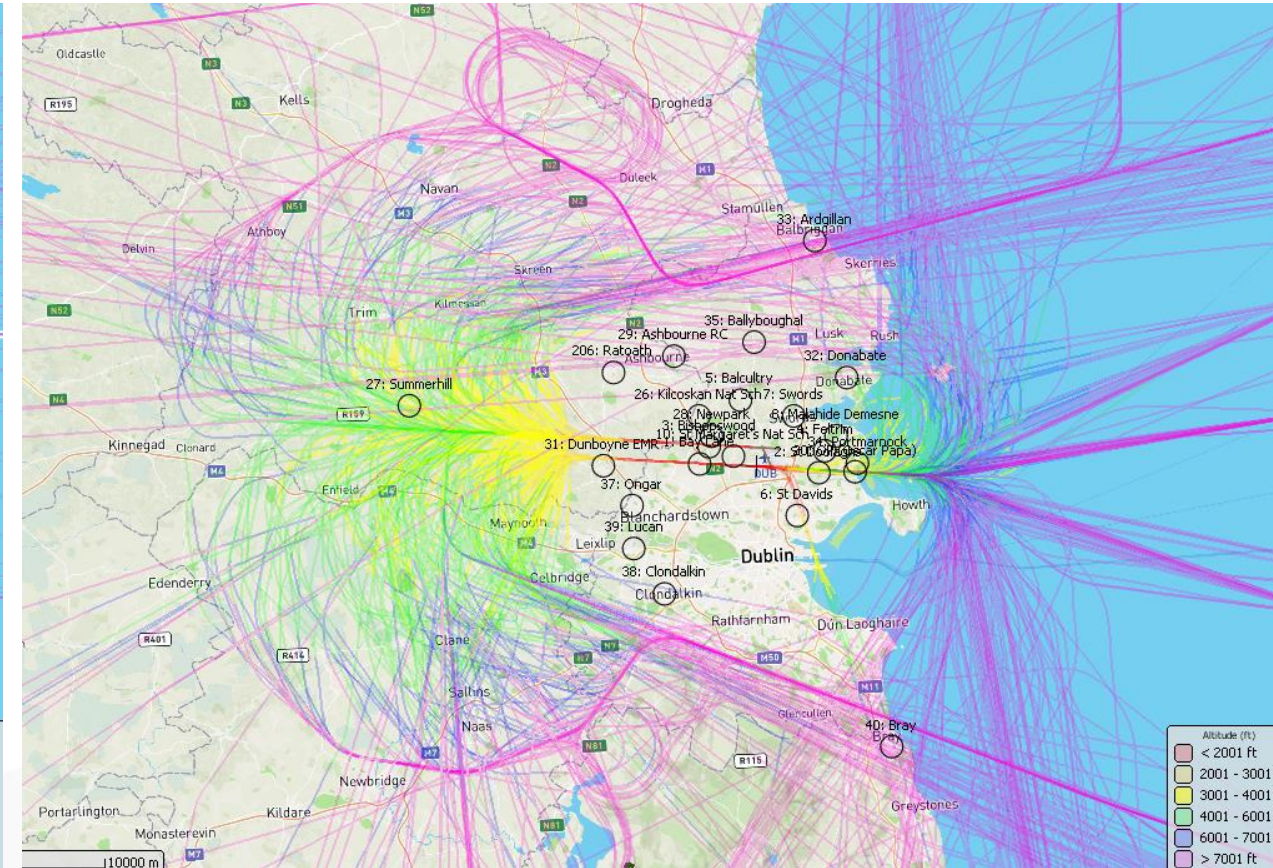
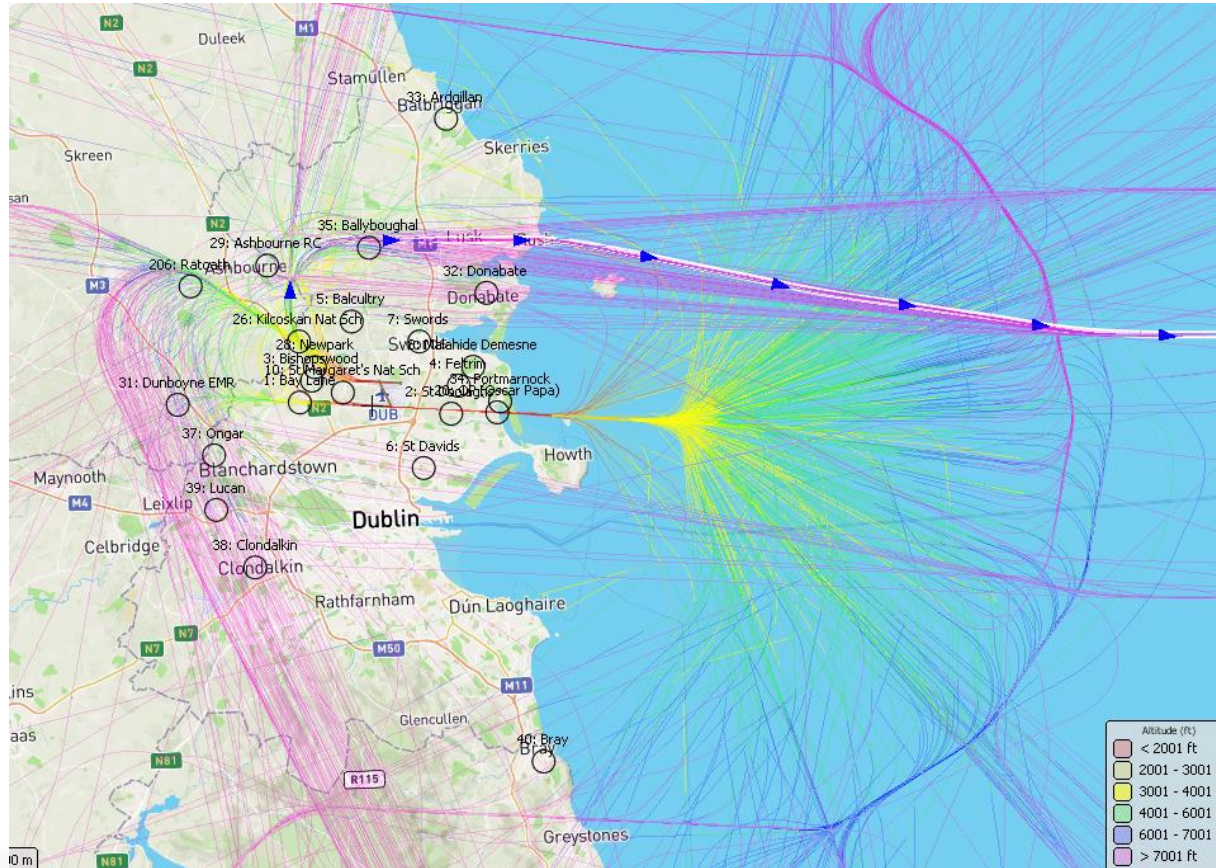


SID for South Runway (28L) Departures to the west (Westerly operations in westerly winds)



SID for South Runway (10R) Departures to the east (Easterly operations in easterly winds)

Busy Day Flight Tracks



Operations on 7 August 2025

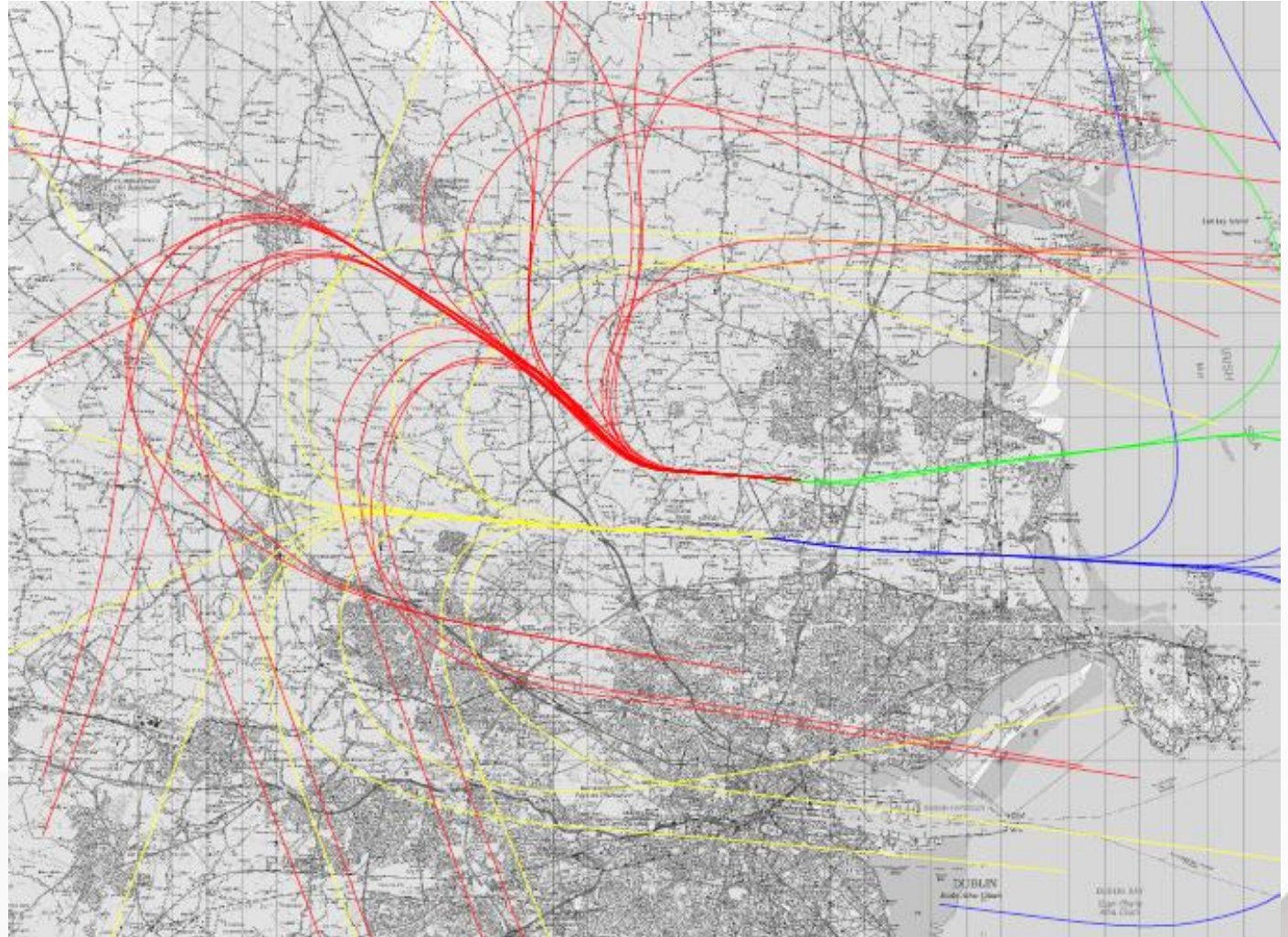
- 821 movements, westerly conditions
- Colours indicate aircraft height

Operations on 17 August 2025

- 810 movements, easterly conditions
- Colours indicate aircraft height

Noise contours are calculated by a computer model based on input of the aircraft operations at the airport. This process includes certain steps including:

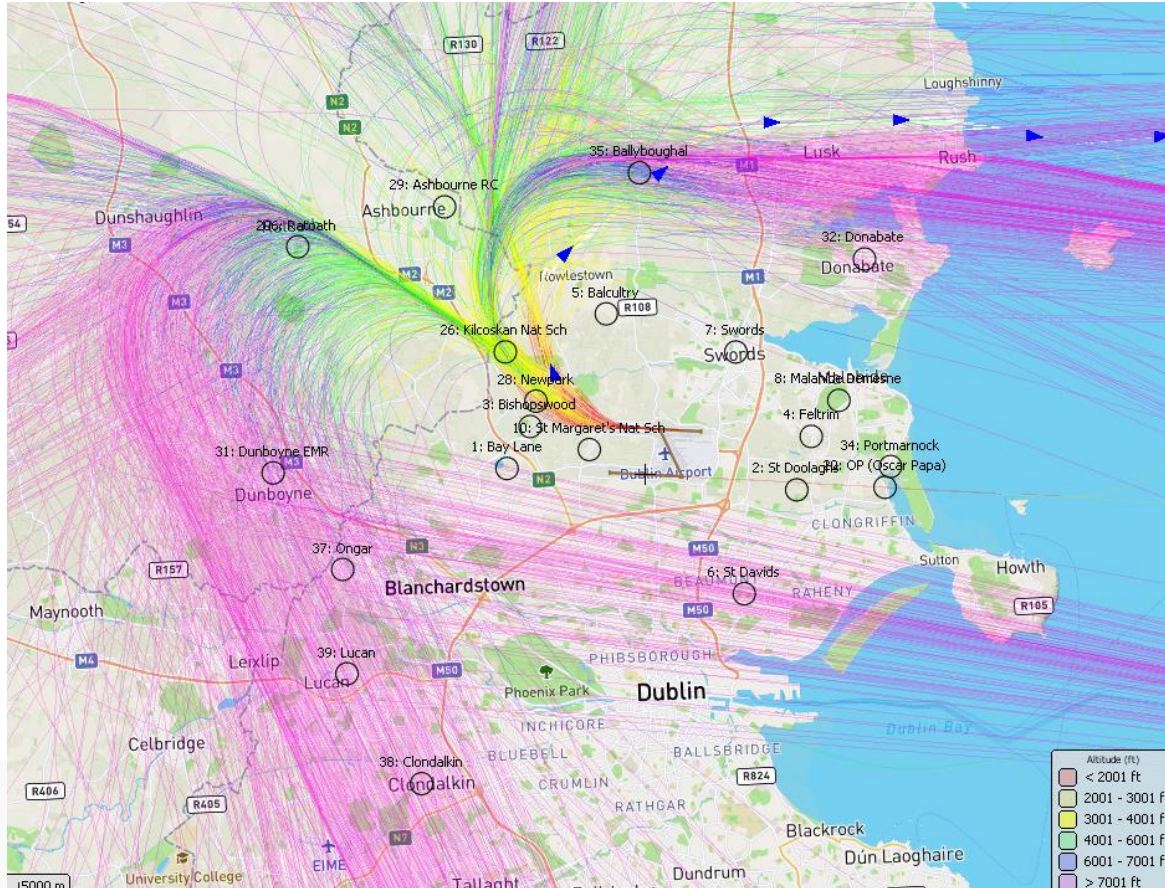
- Flight track data is extracted from the airport's Noise and Flight Track Monitoring system.
- Typical flight tracks are identified for each of the runways (as depicted here)
- Dispersed tracks are then created either side of the central lines to reflect actual operations (as depicted in the next page)



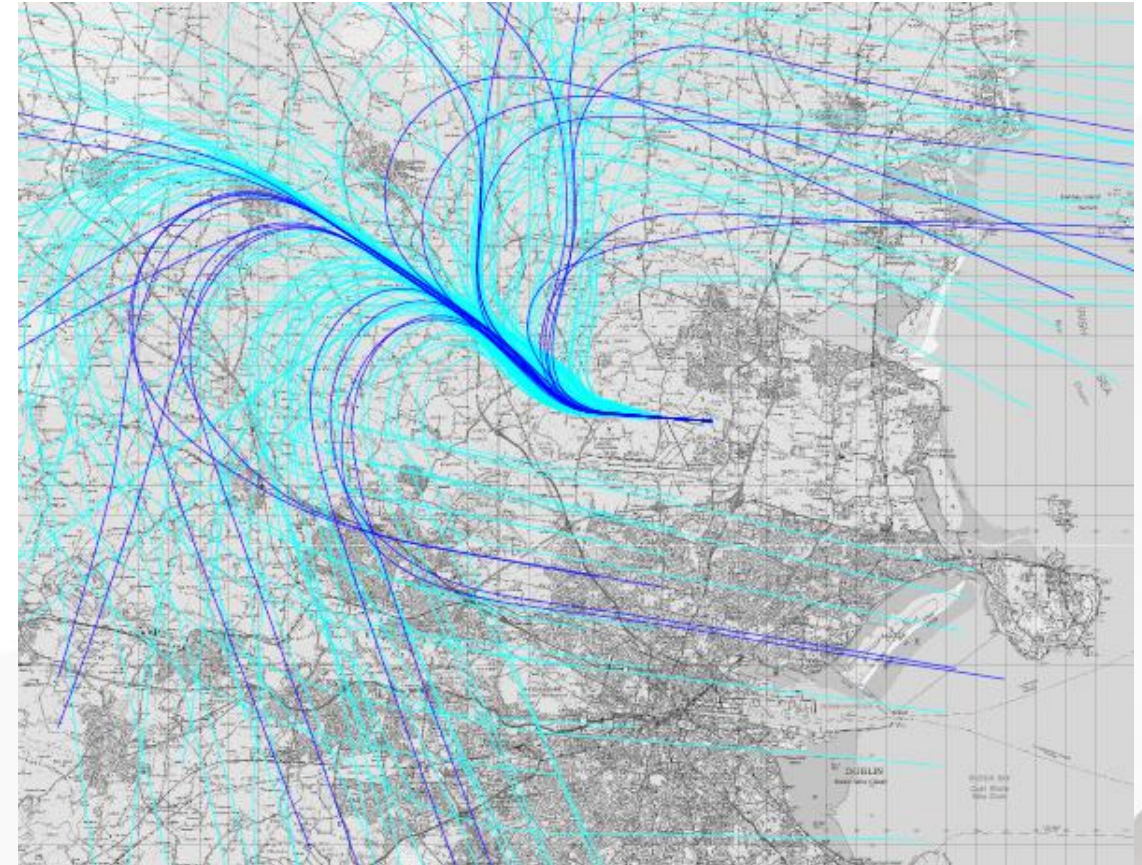
Main departure flight paths in calculation model for the 2 main runways – easterly and westerly departures

Noise Contour Modelling (2) – Dispersed Flight Tracks

In practice, the spread or scatter of actual flight tracks is modelled by creating dispersed tracks either side of the central or main track as shown.



Actual (Monitored) Flight Paths:
North Runway (28R) – westerly departures
7-20 Aug 2025



Modelled Departure Flight Paths:
North Runway (28R) – westerly operations
Dark blue = centreline flight paths
Light blue = dispersion flight paths

Noise Monitoring

- Dublin Airport had a network of 25 permanent Noise Monitoring Terminals (NMT) covering the entire Q2 2025 period, at locations ranging from less than 1 km to over 30 km from the runways.
- NMT locations are selected across a wide area to cover the region including the nearest, most-impacted residences, heavily populated areas and less-impacted, further-out locations.
- Measured aircraft noise data is presented in both time-averaged and single-event noise metrics.

Flight Track Monitoring

- Flight track data is used to positively identify aircraft noise from the NMT data and filter out non-aircraft noise.
- Monitored flight tracks are also used to ensure that the operations in the noise contour model are representative of actual airport activity.
- Airline track adherence is reported in Dublin Airport's monthly operations reports.

Noise Contour Validation

- There is good correlation between the Measured and Modelled aircraft noise levels.
- This demonstrates that the noise modelling is sufficiently representative of the totality of aircraft operations at Dublin Airport and thus that the Modelled noise levels accurately represent community noise exposure levels.
- This mean that the contours can be used to assess the noise at locations which do not have an NMT in the immediate vicinity.
- In general, noise impact assessment and mitigations at the airport including Noise Insulation and Dwelling Purchase Schemes are based on the modelled noise contours, so the Noise and Flight Track Monitoring, presented herein, provides support to the assessment and mitigation work at the airport.

End

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

www.dublinairport.com