

# Noise monitoring report

JULY - DECEMBER

2020

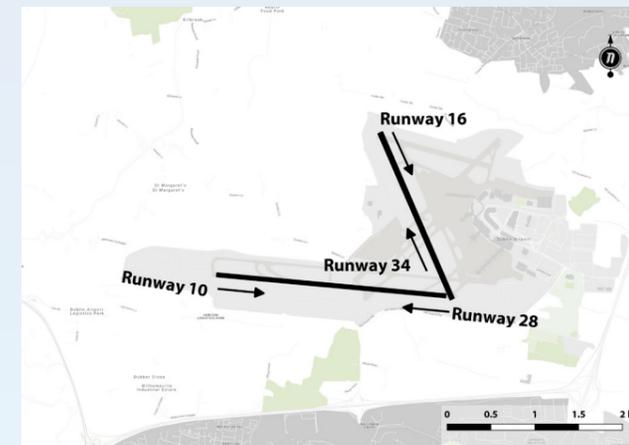
# Contents

<b>Executive summary</b>	<b>3</b>
<b>Introduction</b>	<b>4</b>
<b>General Statistics</b>	<b>5</b>
<b>Noise Monitoring Statistics</b>	<b>8</b>
<b>NMT 1: Bay Lane</b>	<b>10</b>
<b>NMT 2: St. Doolaghs</b>	<b>14</b>
<b>NMT 3: Bishopswood</b>	<b>18</b>
<b>NMT 4: Feltrim</b>	<b>22</b>
<b>NMT 5: Balcultry</b>	<b>26</b>
<b>NMT 6: Artane</b>	<b>30</b>
<b>NMT 20: Coast Road</b>	<b>34</b>
<b>Glossary</b>	<b>38</b>
<b>Report inquiries</b>	<b>39</b>



# Executive summary

This noise monitoring report is drafted for the period July - December 2020. This report consists of three parts: introduction to this report, general statistics related to the operations at Dublin Airport and noise monitoring statistics per noise terminal. This executive summary briefly lists numbers related to the noise performance of Dublin Airport, these can be found in Table 1 and Table 2. In Table 1 the number of events from noise monitoring terminals (NMTs) which are directly overflowed are listed. These events are correlated aircraft noise events, they are coupled with a specific arriving or departing aircraft overflying the NMT. Table 2 shows in summary the average measured noise levels for the second half year period of 2020 for all operational NMTs. As one may expect, NMTs frequently overflowed (NMTs 1, 2, and 20) measure higher noise levels which are attributed to aircraft, in comparison to the other NMTs.



**Figure 1: Runway layout Dublin Airport**

**Table 1: Correlated aircraft noise events**

NMT	Number of correlated aircraft noise events			
	Description	Arrivals	Departures	Total
1	Arrivals Runway 10, Departures Runway 28	2,065	13,305	15,370
2	Arrivals Runway 28, Departures Runway 10	14,767	1,913	16,680
5	Arrivals Runway 16, Departures Runway 34	50	11	61
6	Arrivals Runway 34, Departures Runway 16	39	21	60
20	Arrivals Runway 28, Departures Runway 10	13,349	1,333	14,682

**Table 2: Average measured noise levels**

NMT	Daytime noise level, $L_{Aeq, 16h}$ [dB]		Nighttime noise level, $L_{Aeq, 8h}$ [dB]	
	Total	Aircraft	Total	Aircraft
1	59.1	56.2	56.3	53.4
2	56.9	55.0	54.2	52.6
3	59.2	47.4	54.0	41.8
4	54.8	38.1	50.8	33.3
5	53.7	38.2	49.7	30.7
6	59.2	37.6	55.5	32.3
20	61.6	53.2	56.1	50.4

# Introduction

This half yearly report, commissioned by Dublin Airport, presents a summary of the noise performance near Dublin Airport, for the period from July 1st to December 31st 2020.

To monitor aircraft noise levels and flight tracks near Dublin Airport, a Noise and Flight Track Monitoring System (NFTMS) is in place. This system, by Envirosuite, is composed of a series of Noise Monitoring Terminals (NMTs) which are installed in the area around the airport. In total, seven NMTs are in place:

- Bay Lane (NMT 1 : monitoring runway 28 departures and runway 10 arrivals);
- St. Doolaghs (NMT 2 : monitoring runway 10 departures and runway 28 arrivals);
- Bishopswood (NMT 3 : monitoring local area);
- Feltrim (NMT 4 : monitoring local area);
- Balcultry (NMT 5 : monitoring runway 34 departures and runway 16 arrivals);
- Artane (NMT 6 : monitoring runway 16 departures and runway 34 arrivals);
- Coast Road (NMT 20 : monitoring runway 10 departures and runway 28 arrivals);

This report presents the results of the measurements in the period from the start of July to the end of December 2020 for all NMT locations. The NMT locations are shown in Figure 2. General statistics of flight operations of Dublin Airport in the second half of 2020 are provided in the General Statistics section. Results specific to the measurements obtained at the various monitoring stations are presented in the Noise Monitoring Statistics section.



Figure 2: Noise Monitoring Terminal locations

# General Statistics

## Traffic

In the second half of 2020, Dublin Airport handled a total of 35,297 flights and 2.0 million passengers. This is an decrease of 72% in traffic and an decrease of 88% in passenger numbers compared to the same period in 2019. Note that the number of movements includes both departures and arrivals. Figure 3, gives an hourly distribution of the movements that lie within July - December of 2020, compared to the hourly distribution of the same period in 2019.

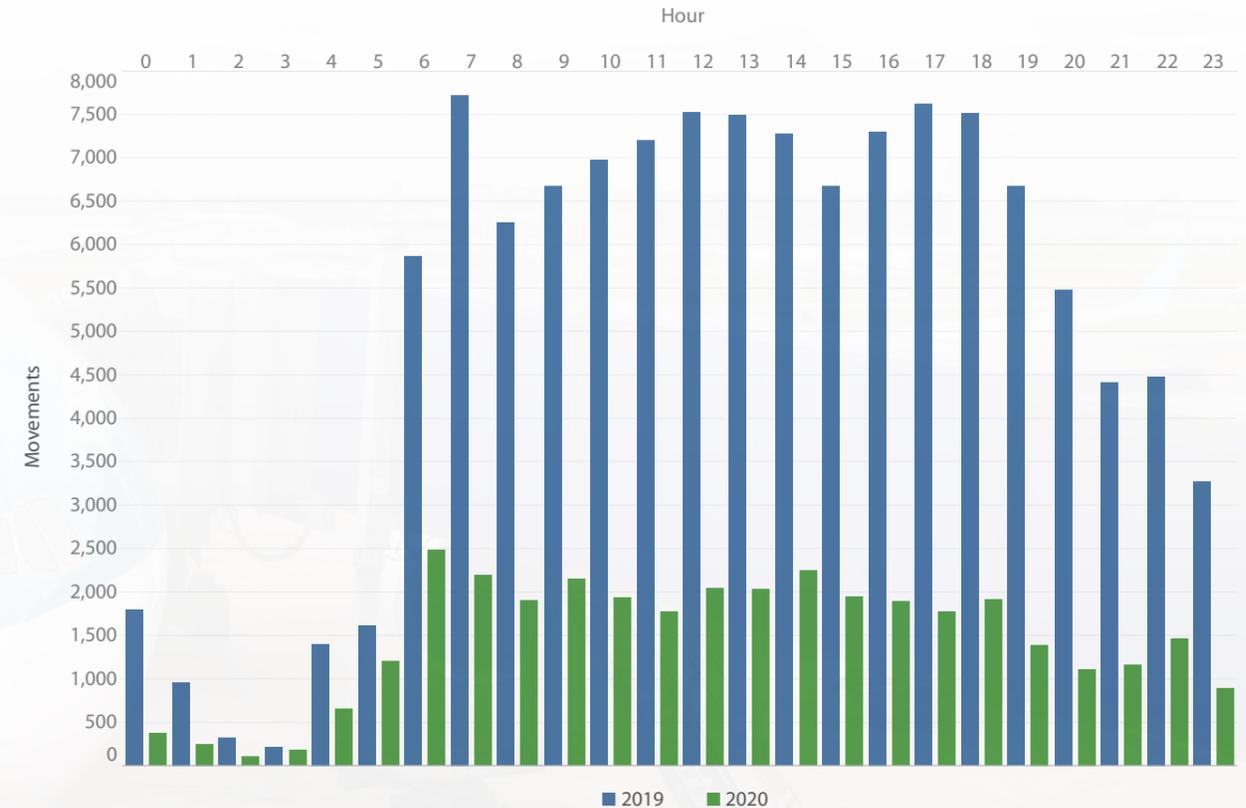


Figure 3: Hourly distribution of movements from July - December 2019 vs. 2020

Dublin Airport hosts a wide variety of aircraft, ranging from turboprop aircraft such as the ATR and Dash-8 to wide body jets like the Boeing 777. However, the majority of movements were performed using medium sized jets, with the Boeing 737 and Airbus A320 series aircraft accounting for more than 69% of the total. Figure 4 provides a more detailed overview of aircraft types. The aircraft types are divided into the categories: A/B and C/D. Table 3 on the next page list typical aircraft types belonging to these categories.

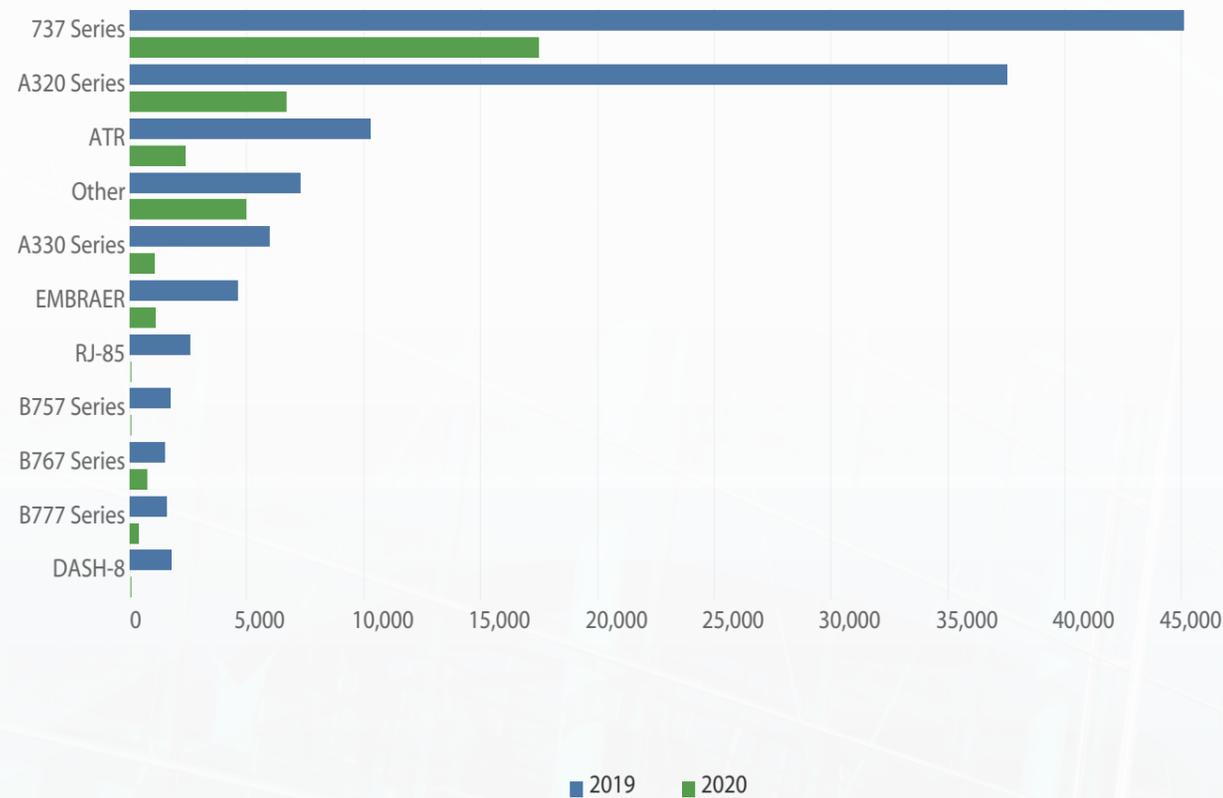


Figure 4: Aircraft type distribution July - December, 2019 vs. 2020

Table 3: Aircraft type classification

Aircraft category	Aircraft type:
A/B	Propellor aircraft
	Turboprop aircraft
	Whisperjets (aircraft like BAe-146 and Avro-Jet)
	Mostly small general aviation aircraft powered by piston engines
C/D	Airbus
	Boeing
	Bombardier Canadair Regional Jet (CRJ) - Series
	Business jets
	Embraer

### Track adherence

There are four environmental corridors at Dublin airport, one for every runway direction. For the second half of 2020, 98.4% of category C/D aircraft stayed within these corridors, compared to 99.4% for the same period in 2019. Category A/B aircraft may operate outside these.

### Runway use and weather

Figure 5 shows that Runway 28, the runway for aircraft landing and departing in the westerly direction, handled 86% of all movements in the period July to December 2020 versus 83% in 2019. Runway 10, the runway for aircraft landing and departing in the easterly direction, was used for only 12% of the movements in the period July to December 2020 versus 15% in 2019. The remaining percentage of the movements in 2020 and 2019 took place on the cross runway 16/34.

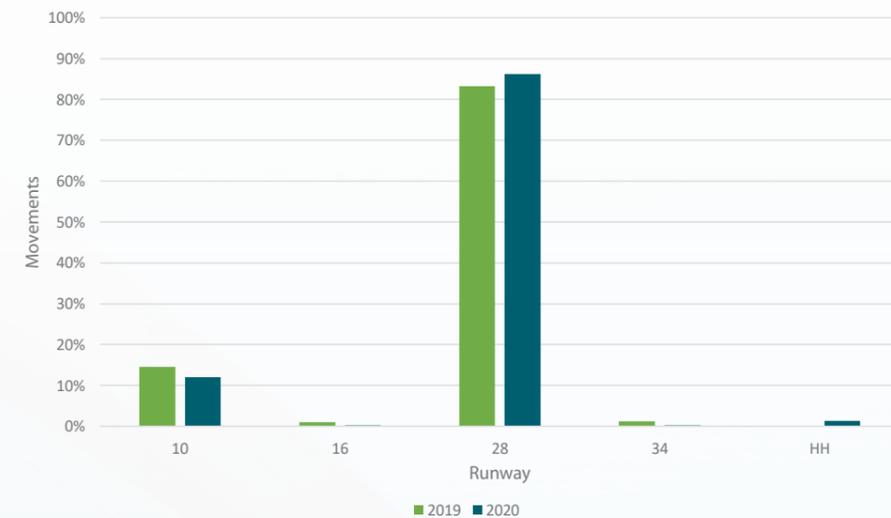


Figure 5: Runway usage, July - December 2019 vs. 2020

### Overflying height analysis

The measured sound levels depends on the height at which the NMT is overflown. Generally, higher overflying altitudes result in lower recorded sound levels. For NMT's, which are directly overflown, the average overflying height is shown in Table 4 below for the second half of 2019 and 2020. In which A and D stands for arrivals and departures respectively.

Table 4: Average overflying height

	Height [ft]									
	NMT1		NMT2		NMT5		NMT6		NMT20	
	A	D	A	D	A	D	A	D	A	D
2019	1,000	2,500	1,000	2,600	1,100	2,700	1,200	3,100	1,500	3,400
2020	900	2,800	1,000	2,700	1,200	3,100	1,100	2,500	1,500	3,700

### Reduction in aircraft traffic due to Covid-19

The covid-19 pandemic's effect on the reduction in air travel has continued throughout the second half of 2020. Q3 saw a 68% reduction of traffic at Dublin Airport compared to 2019, which is significantly less than the 90% reduction seen in Q2 2020. However, air traffic decreased in the final months of 2020, with Q4 seeing a 76% reduction in air traffic compared to the same period in 2019.

The reduction of air traffic brought about changes in runway usage, with runway 34/16 (in the north/south direction) hardly being used at all relative to previous years. Movements on this runway dropped 96% in the 2nd half of 2020 compared to 2019.

# Noise Monitoring Statistics

## Reading guide

The noise values presented in this report are values based on measurements, these values will differ from noise contours produced by computer modelling and are not directly comparable. Noise contours produced by computer modelling are typically based on an average summer or annual day and include all aircraft movements rather than just those which produce a correlated noise event.

The measured noise values are obtained from Noise Monitoring Terminals (NMTs). An upgraded Noise and Flight Track Monitoring System (NFTMS) with all new NMTs, provided by Envirosuite, has been commissioned by daa as of 2017 to monitor the noise performance of Dublin Airport. Further upgrades to the system are being considered.

These NMTs are set to record continuously and to trigger a noise event when two conditions are met. The first condition is the threshold level. The threshold level needs to be exceeded before recording is initiated. The threshold levels are continuously adjusted by Envirosuite to ensure maximum correlation between noise and individual operations. The second condition is the length of the recorded noise event. The recorded noise event should last for at least 10 seconds. Due to its proximity to agricultural, roads, and/or urban areas, NMTs can be triggered not just by aviation noise. It is for this reason the system is designed to correlate a noise event with an aircraft departing or landing. Similarly, the system can detect when the noise originates from a weather event, such as thunder or other stormy conditions.

Noise measurements are classified in three categories: aircraft, community, and weather. The community category, or normal human activity, includes all noise events that are not categorised as aircraft or weather. Therefore, when total noise is mentioned, this includes all three noise categories.

## Noise levels calculation methodology

The noise monitoring system logs, per correlated aircraft event, the duration and measures the noise level of the event, which is later converted to  $L_{Aeq, 1h}$ . This is the sound level, in decibels, equivalent to the total A-weighted sound energy of one hour. Average noise levels, for a reference duration, are derived from  $L_{Aeq, 1h}$ . The four noise levels are used in this report are:

- $L_{Aeq, 16h}$  average daytime noise levels:  
The  $L_{Aeq, 16h}$  is determined by averaging the aircraft noise levels per month between 07:00 and 23:00, hence 16 hour;
- $L_{Aeq, 8h}$  average nighttime noise levels:  
The  $L_{Aeq, 8h}$  is determined by averaging the aircraft noise levels per month between 23:00 and 07:00, hence 8 hour equivalent;
- $L_{Aeq}$  average hourly noise levels:  
Same methodology applies for  $L_{Aeq}$  compared to  $L_{Aeq, 16h}$  and  $L_{Aeq, 8h}$  instead an average is taken per hour over a half year period instead of per month;
- $L_{A,MAX}$ :  
 $L_{A,MAX}$  indicates the maximum recorded noise level per correlated aircraft-noise event, while the average noise levels indicates the average noise levels for a reference duration;
- $L_{A,MAX}$  distribution:  
This distribution is determined by determining the number of occurrences per 3 dB bracket, since every 3 dB increase is doubling in sound level.

# NMT 1: Bay Lane

Noise Monitoring Terminal 1 ('Bay Lane') is located west of Dublin Airport, see Figure 6 below, under the extended runway centerline of runway 28. Its purpose is to monitor runway 28 departures and runway 10 arrivals. The resulting data for NMT 1 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 6: Noise Monitoring Terminal Bay Lane Location

## Noise Events

The results are presented in Figure 7. 15,400 registered noise events were attributable to aircraft noise (69.9%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

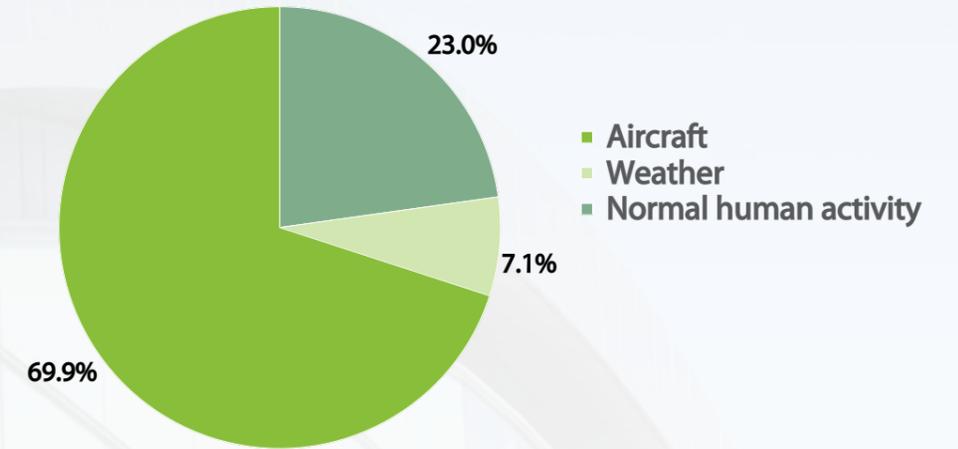


Figure 7: NMT 1 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 1: Bay Lane is presented in Figure 8.

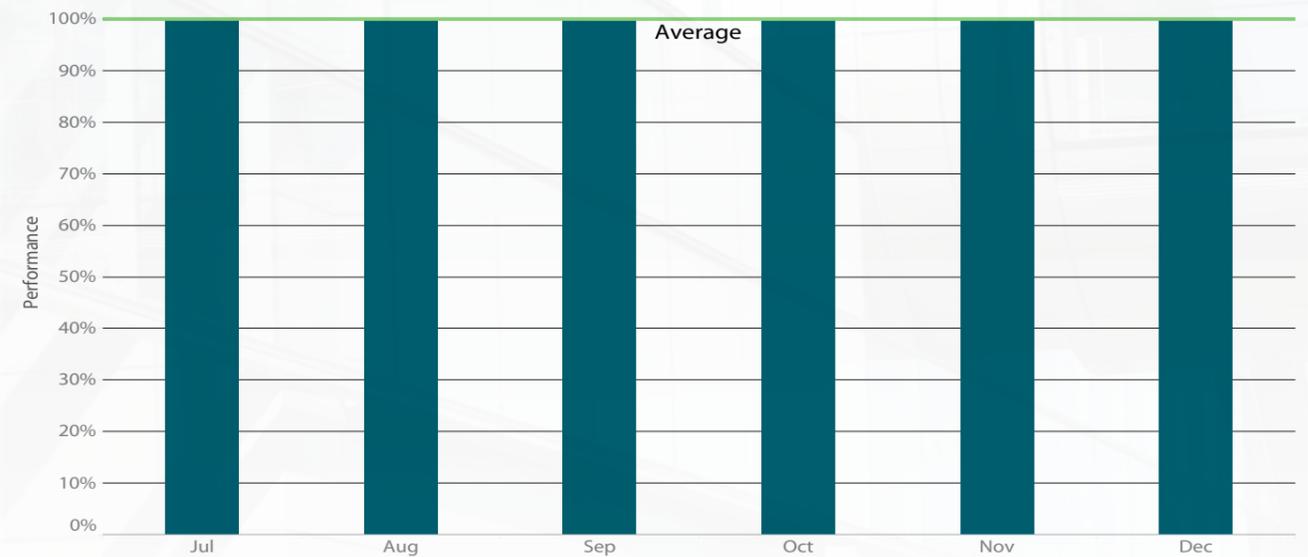
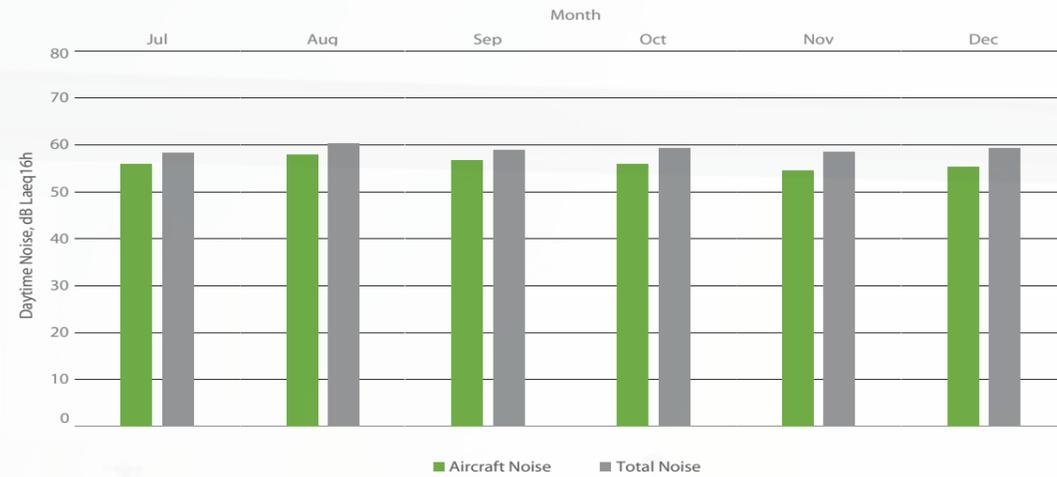


Figure 8: Operational status of NMT 1, July - December 2020

## Noise Levels

Figure 9 presents the average noise levels measured at NMT 1 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



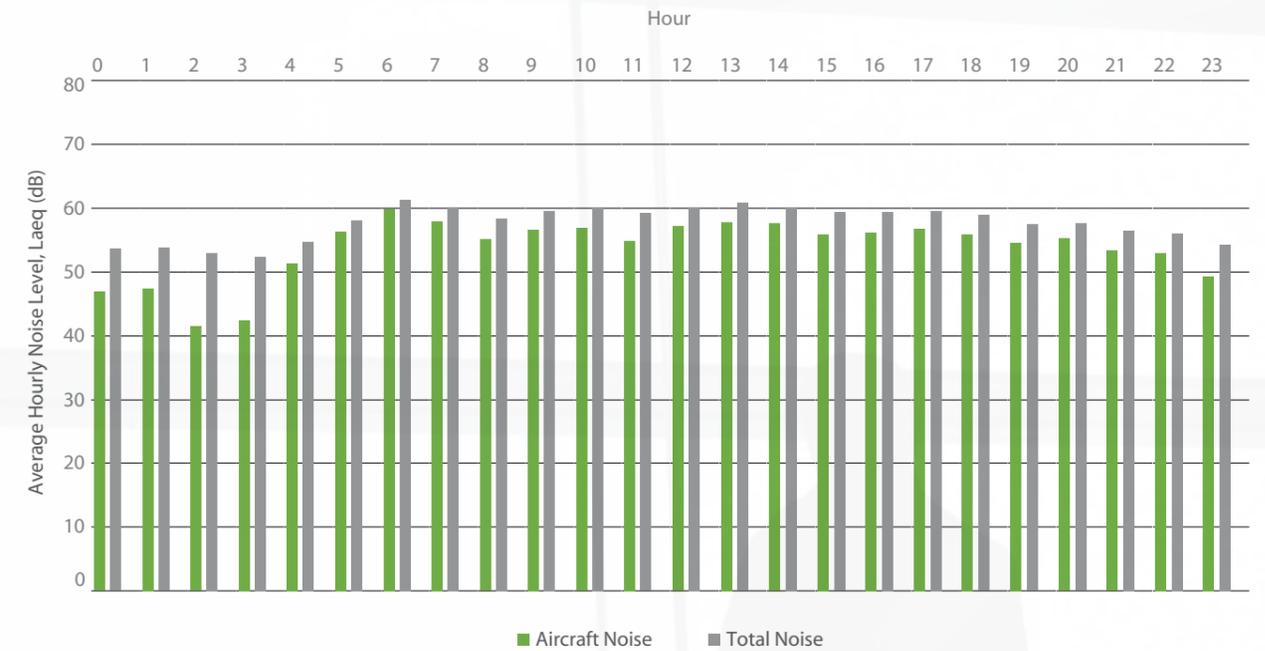
**Figure 9: Averaged daytime noise levels for NMT 1, January – June 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 10 presents these results monthly.



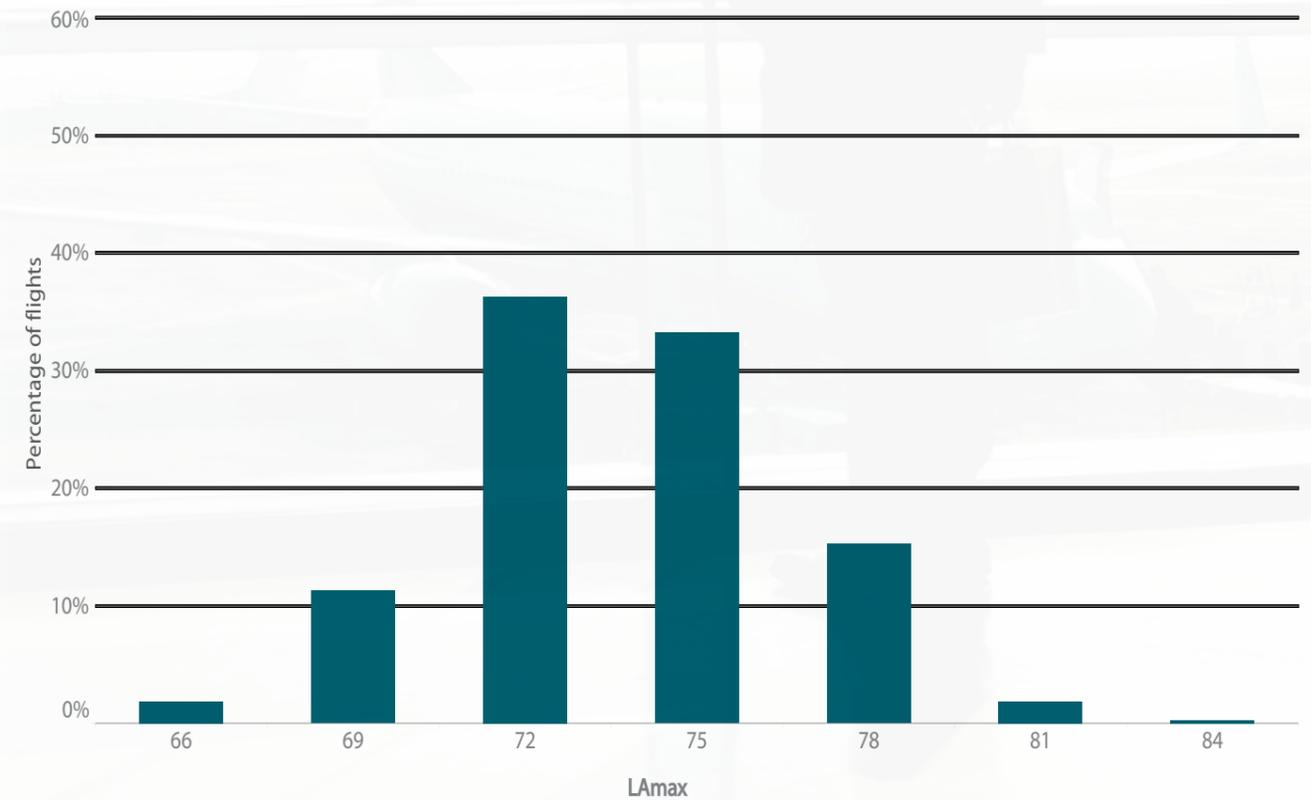
**Figure 10: Averaged nighttime noise levels for NMT 1, July - December 2020**

The hourly noise distribution at NMT 1 as shown in Figure 11.



**Figure 11: Averaged hourly noise levels for NMT 1, July - December 2020**

Figure 12 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 1.



**Figure 12:  $L_{A,MAX}$  levels distribution for NMT 1, July - December 2020**

# NMT 2: St. Doolaghs

Noise Monitoring Terminal 2 ('St. Doolaghs') is located east of Dublin Airport, see Figure 13 below, under the extended runway centerline of runway 10. Its purpose is to monitor runway 10 departures and runway 28 arrivals. The resulting data for NMT 2 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 13: Noise Monitoring Terminal St. Doolaghs Location

## Noise Events

The results are presented in Figure 14. 16,899 registered noise events were attributable to aircraft noise (87.0%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

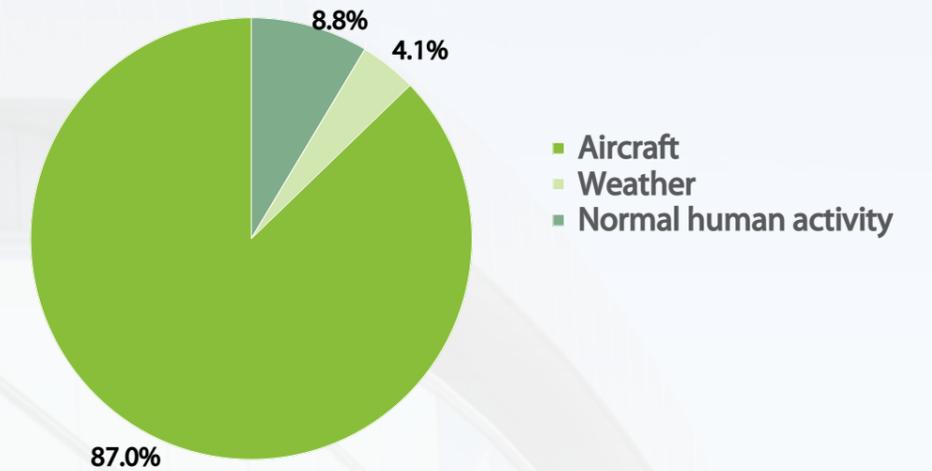


Figure 14: NMT 2 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 2: St. Doolaghs is presented in Figure 15.

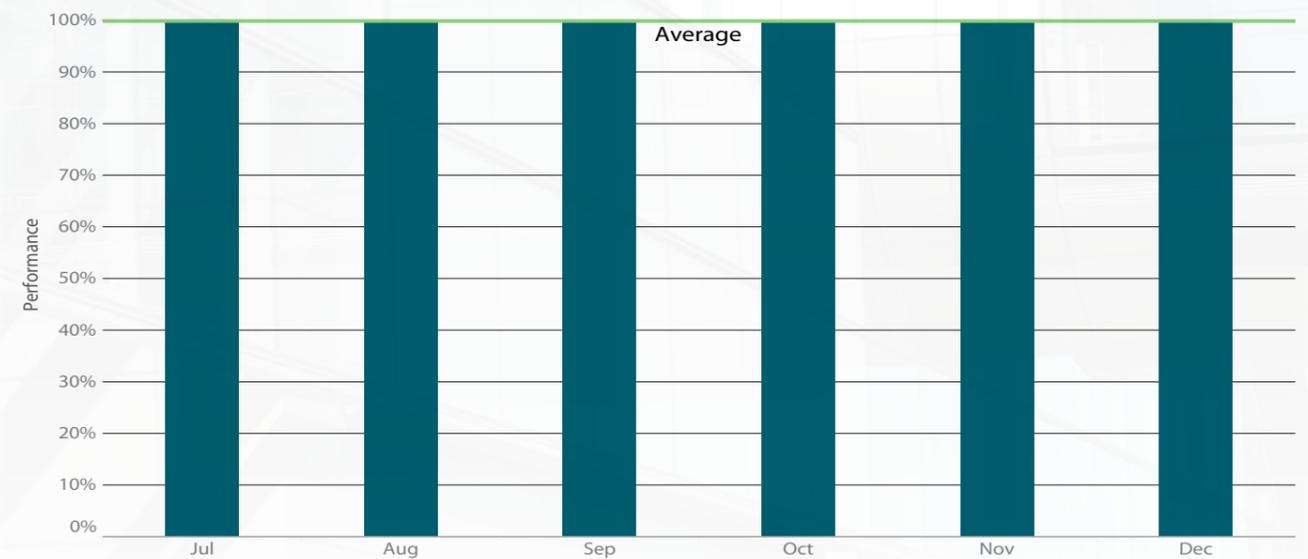
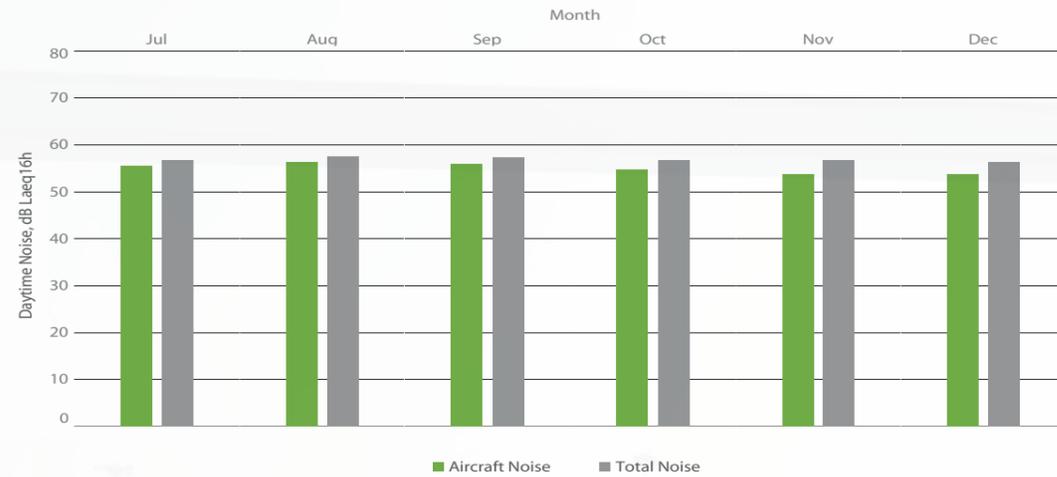


Figure 15: Operational status of NMT 2, July - December 2020

## Noise Levels

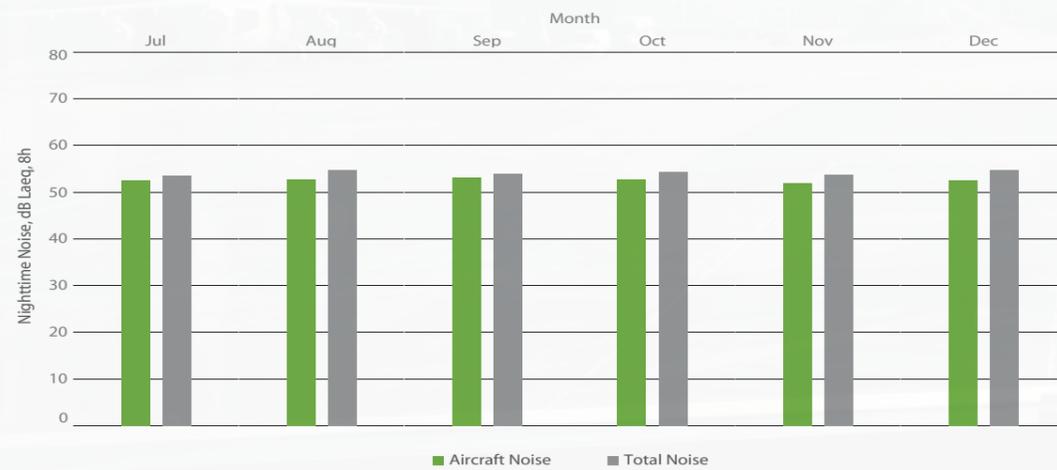
Figure 16 presents the average noise levels measured at NMT 2 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



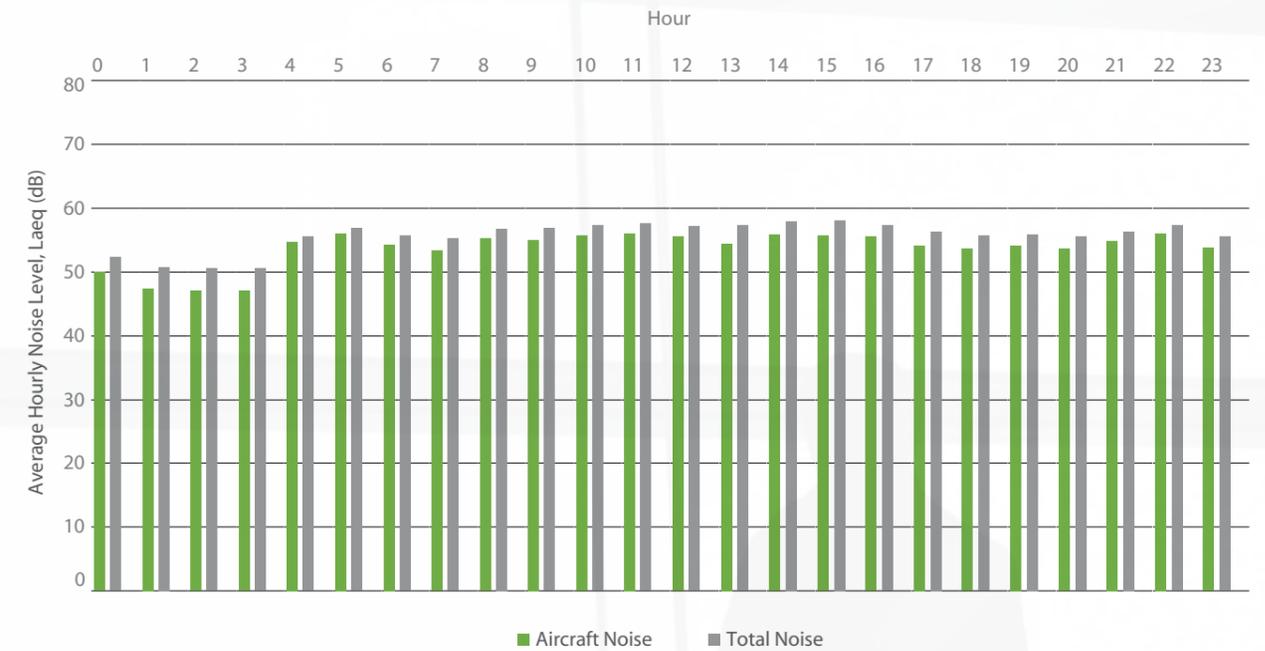
**Figure 16: Averaged daytime noise levels for NMT 2, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 17 presents these results monthly.



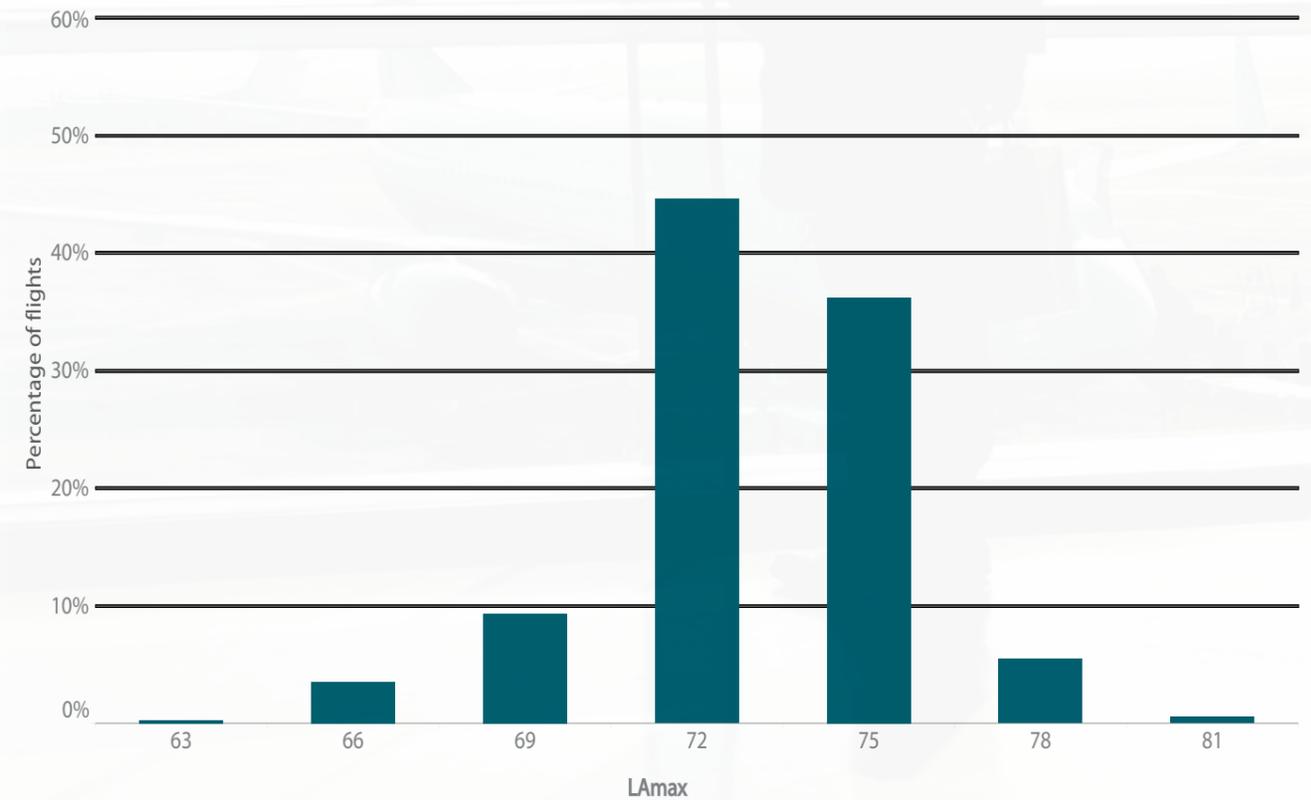
**Figure 17: Averaged nighttime noise levels for NMT 2, July - December 2020**

The hourly noise distribution at NMT 2 as shown in Figure 18.



**Figure 18: Averaged hourly noise levels for NMT 2, July - December 2020**

Figure 19 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 2.



**Figure 19:  $L_{A,MAX}$  levels distribution for NMT 2, July - December 2020**

# NMT 3: Bishopswood

Noise Monitoring Terminal 3 ('Bishopswood') is located west of Dublin Airport and north of flightpath for runway 10/28, see Figure 20 below. Its purpose is to monitor aircraft noise levels in the local area. The resulting data for NMT 3 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 20: Noise Monitoring Terminal Bishopswood Location

## Noise Events

The results are presented in Figure 21. 4,416 registered noise events were attributable to aircraft noise (31.4%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

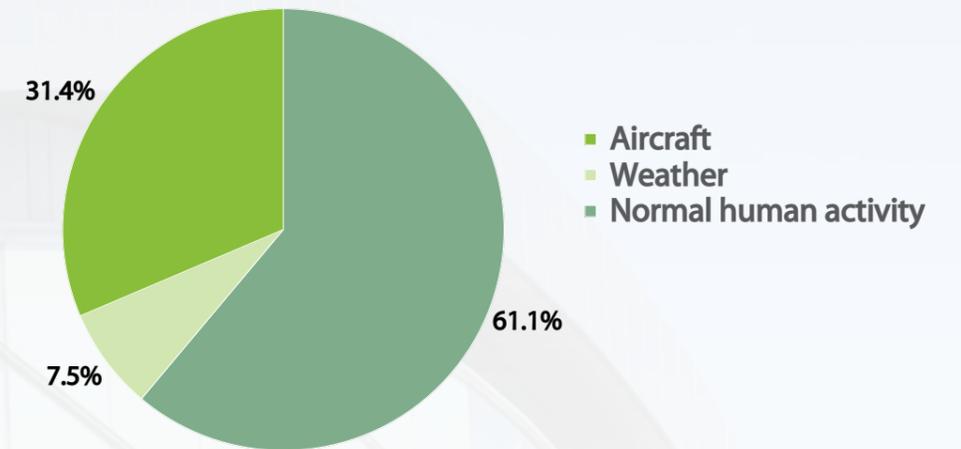


Figure 21: NMT 3 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 3: Bishopswood is presented in Figure 22.

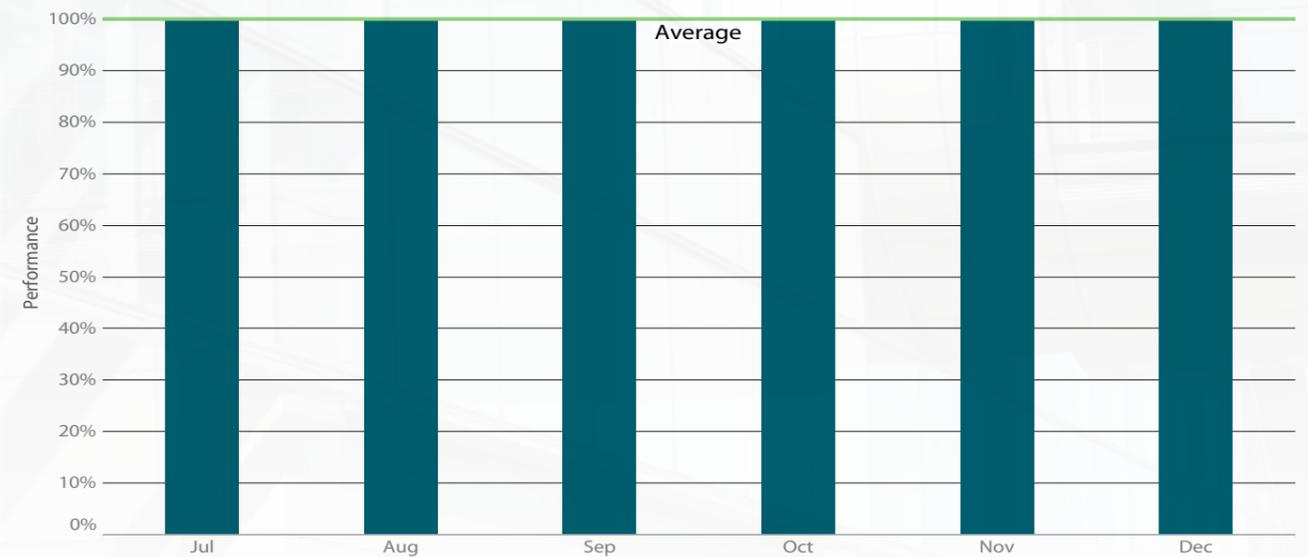
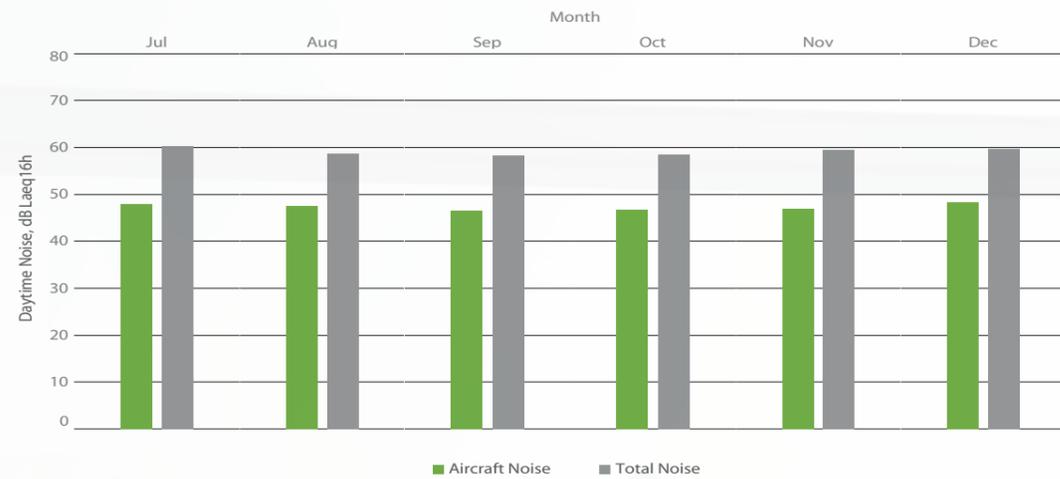


Figure 22: Operational status of NMT 3, July - December 2020

## Noise Levels

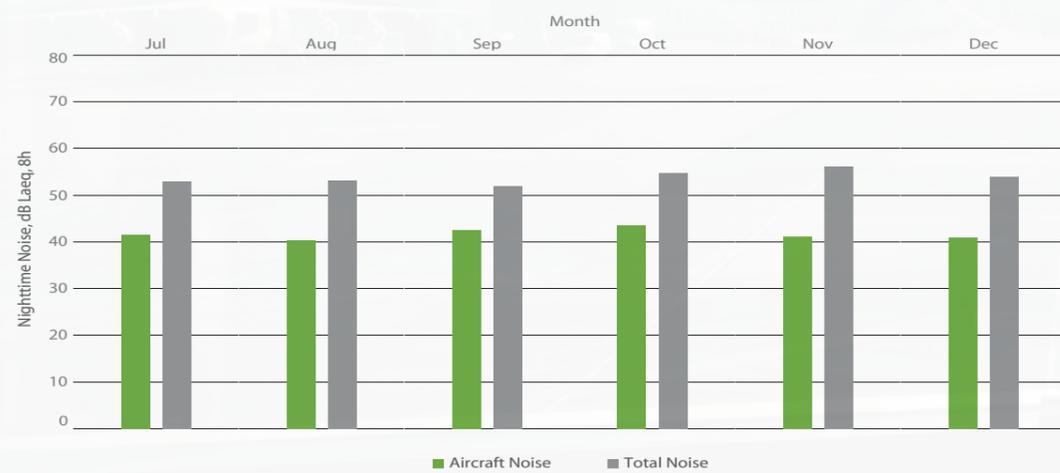
Figure 23 presents the average noise levels measured at NMT 3 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



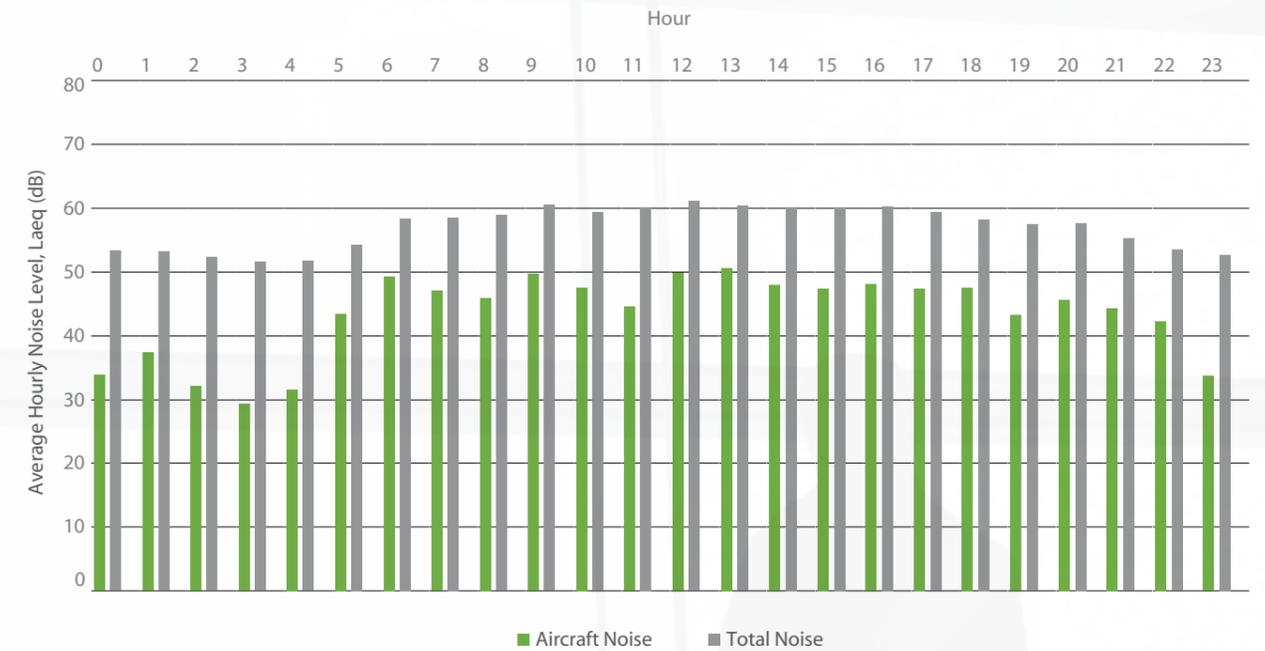
**Figure 23: Averaged daytime noise levels for NMT 3, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 24 presents these results monthly.



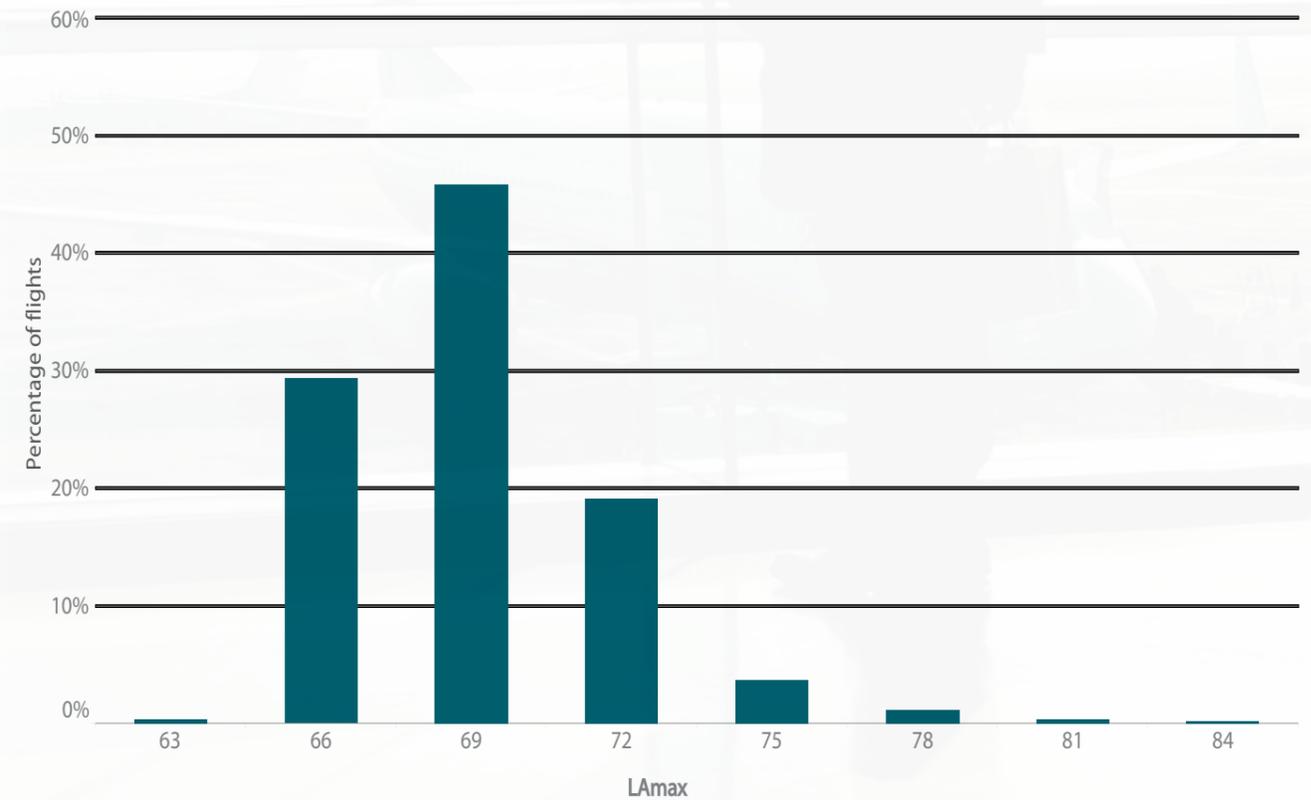
**Figure 24: Averaged nighttime noise levels for NMT 3, July - December 2020**

The hourly noise distribution at NMT 3 as shown in Figure 25.



**Figure 25: Averaged hourly noise levels for NMT 3, July - December 2020**

Figure 26 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 3.



**Figure 26:  $L_{A,MAX}$  levels distribution for NMT 3, July - December 2020**

# NMT 4: Feltrim

Noise Monitoring Terminal 4 ('Feltrim') is located east of Dublin Airport and north of the flight path of runway 10/28, see Figure 27 below, and monitors the local area. The resulting data for NMT 4 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 27: Noise Monitoring Terminal Feltrim Location

## Noise Events

The results are presented in Figure 28. 1,084 registered noise events were attributable to aircraft noise (11.3%). These noise events include only uncorrelated aircraft noise events, since NMT 4 is not directly overflown.

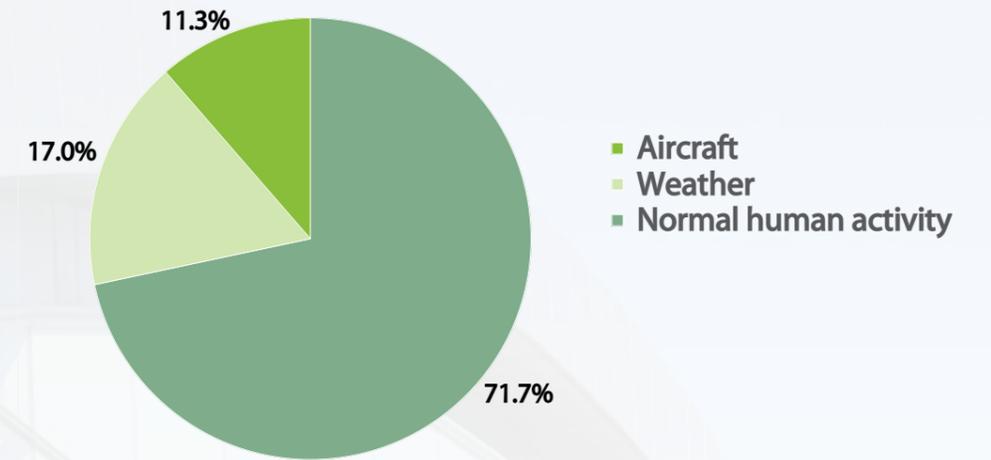


Figure 28: NMT 4 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 4: Feltrim is presented in Figure 29.

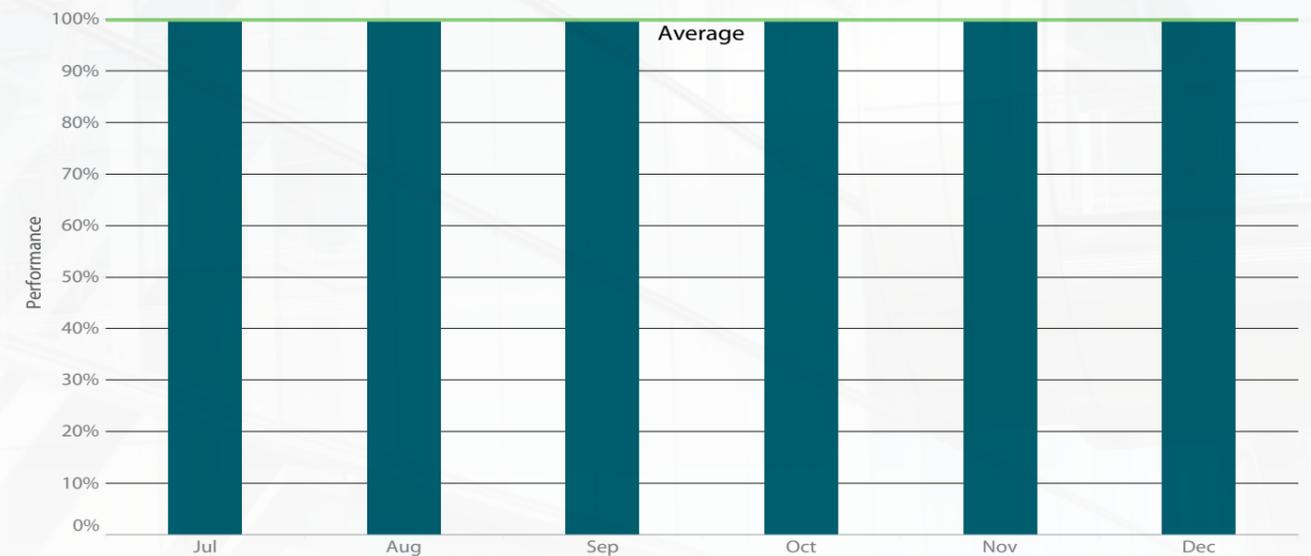
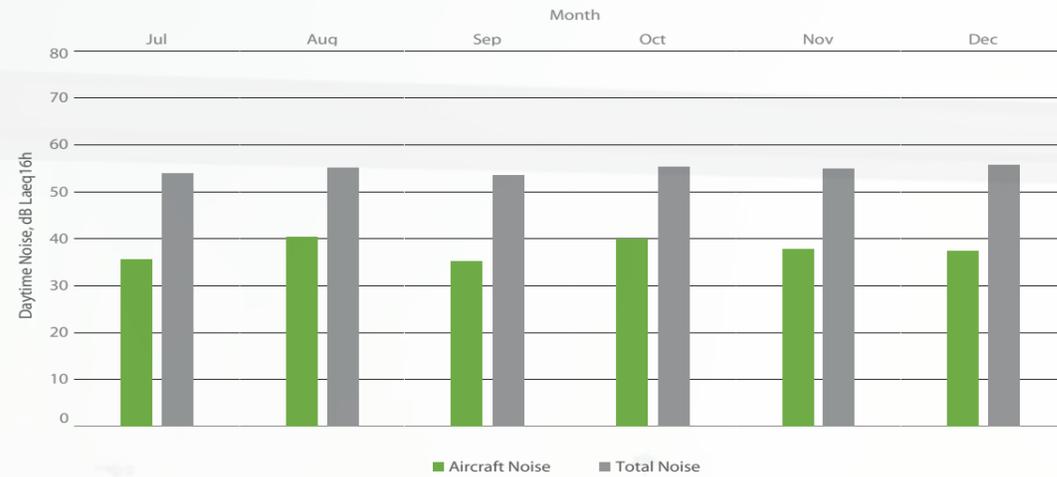


Figure 29: Operational status of NMT 4, July - December 2020

## Noise Levels

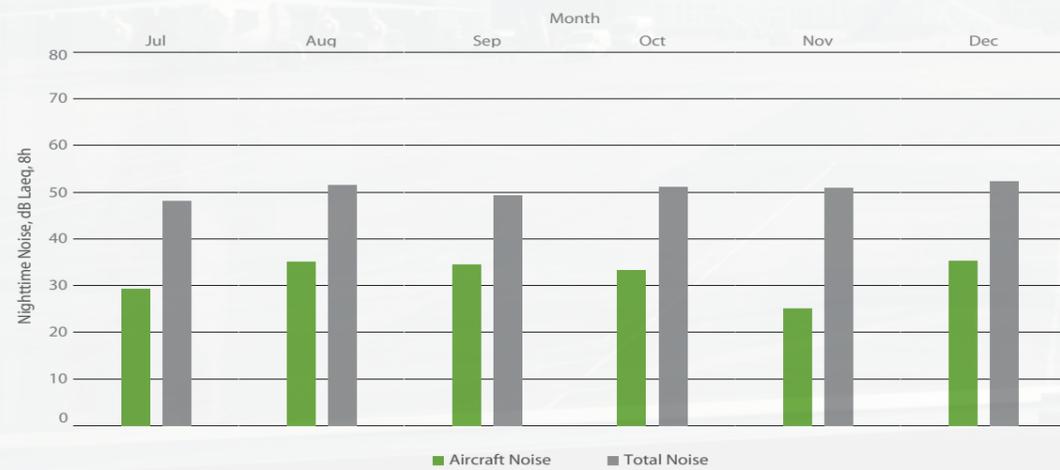
Figure 30 presents the average noise levels measured at NMT 4 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



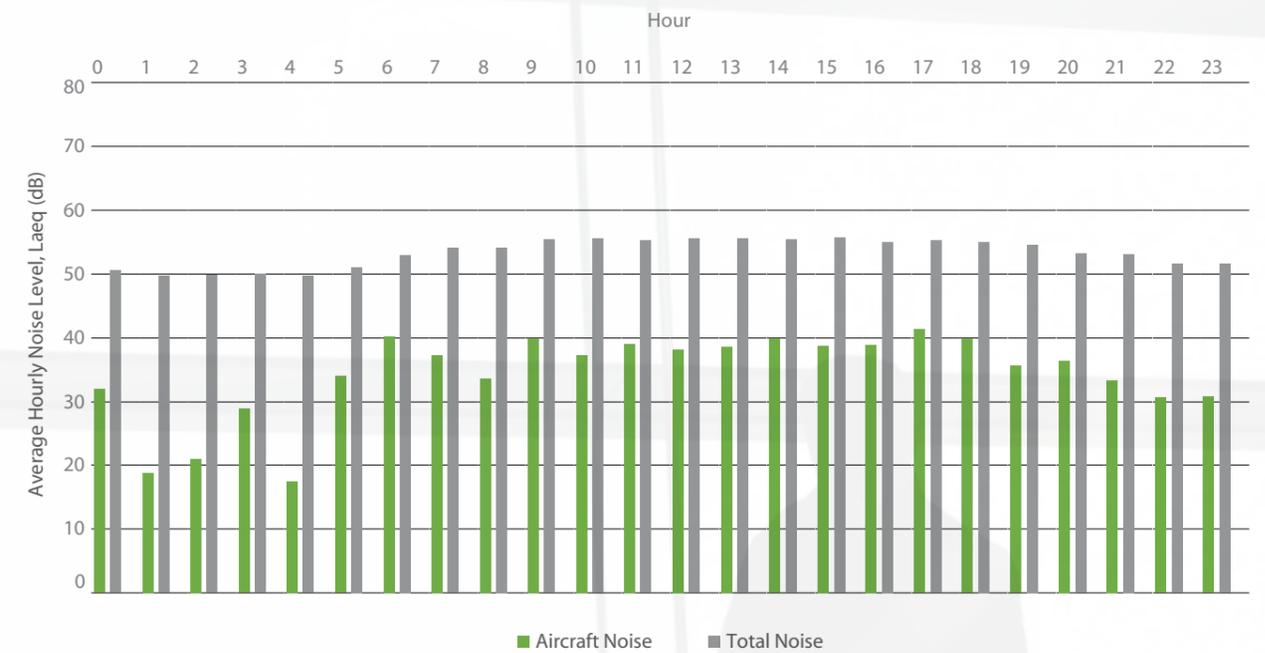
**Figure 30: Averaged daytime noise levels for NMT 4, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 31 presents these results monthly.



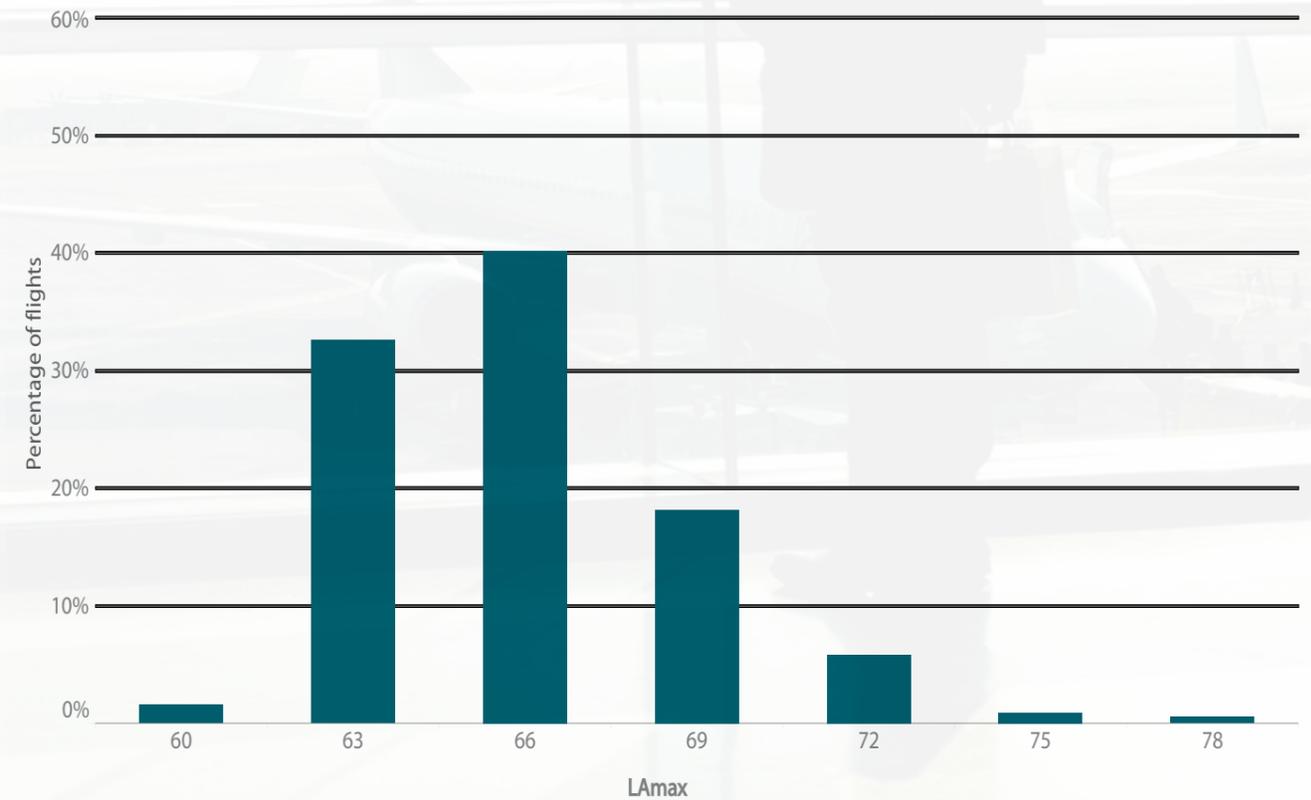
**Figure 31: Averaged nighttime noise levels for NMT 4, July - December 2020**

The hourly noise distribution at NMT 4 as shown in Figure 32.



**Figure 32: Averaged hourly noise levels for NMT 4, July - December 2020**

Figure 33 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 4.



**Figure 33:  $L_{A,MAX}$  levels distribution for NMT 4, July - December 2020**

# NMT 5: Balcultry

Noise Monitoring Terminal 5 ('Balcultry') is located northwest of Dublin Airport, see Figure 34 below, under the extended runway centerline of runway 34. Its purpose is to monitor runway 34 departures and runway 16 arrivals. The resulting data for NMT 5 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 34: Noise Monitoring Terminal Balcultry Location

## Noise Events

The results are presented in Figure 35. 216 registered noise events were attributable to aircraft noise (5.1%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

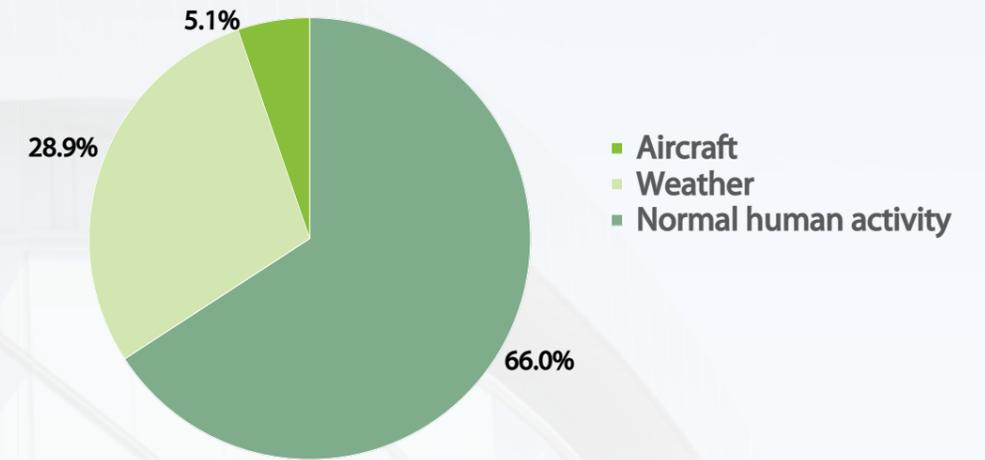


Figure 35: NMT 5 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 5: Balcultry is presented in Figure 36.

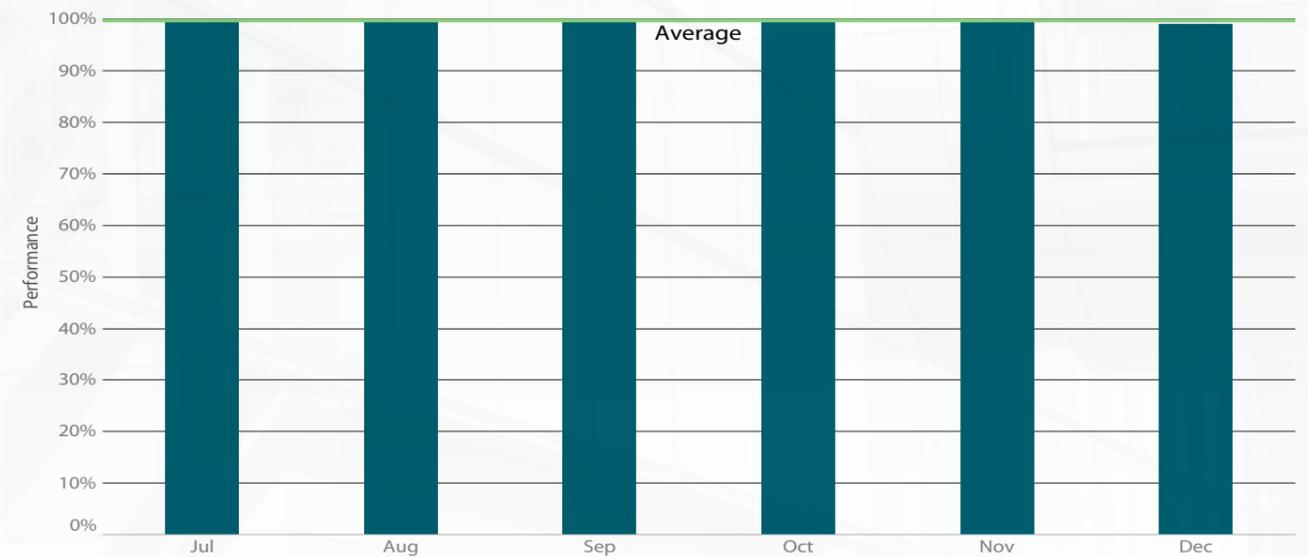
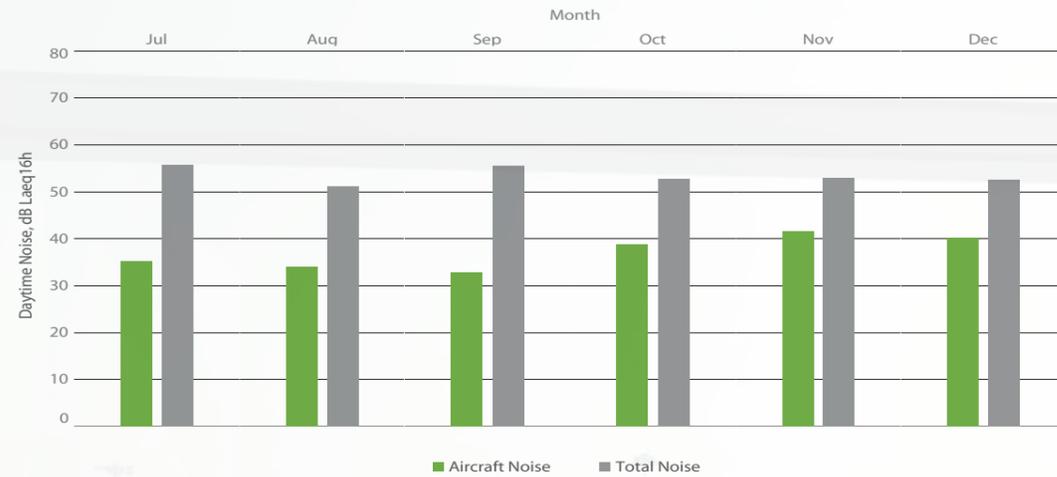


Figure 36: Operational status of NMT 5, July - December 2020

## Noise Levels

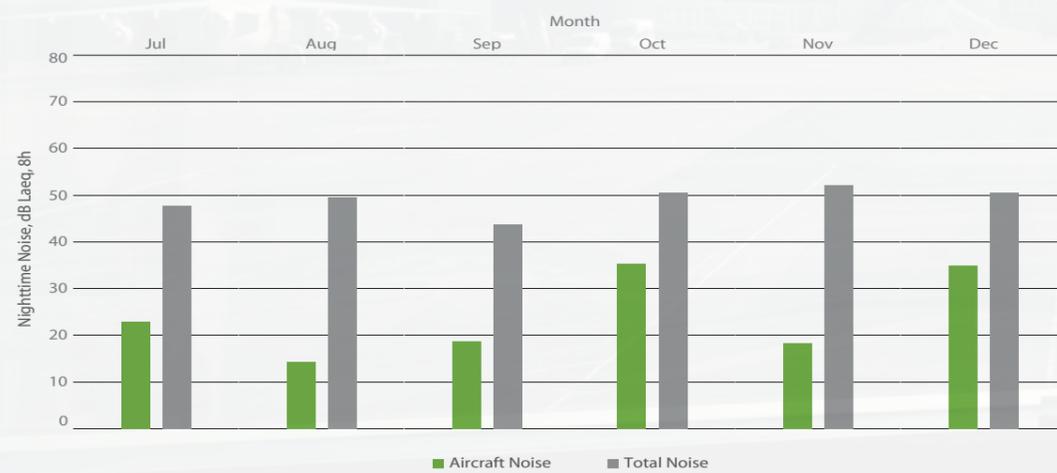
Figure 37 presents the average noise levels measured at NMT 5 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



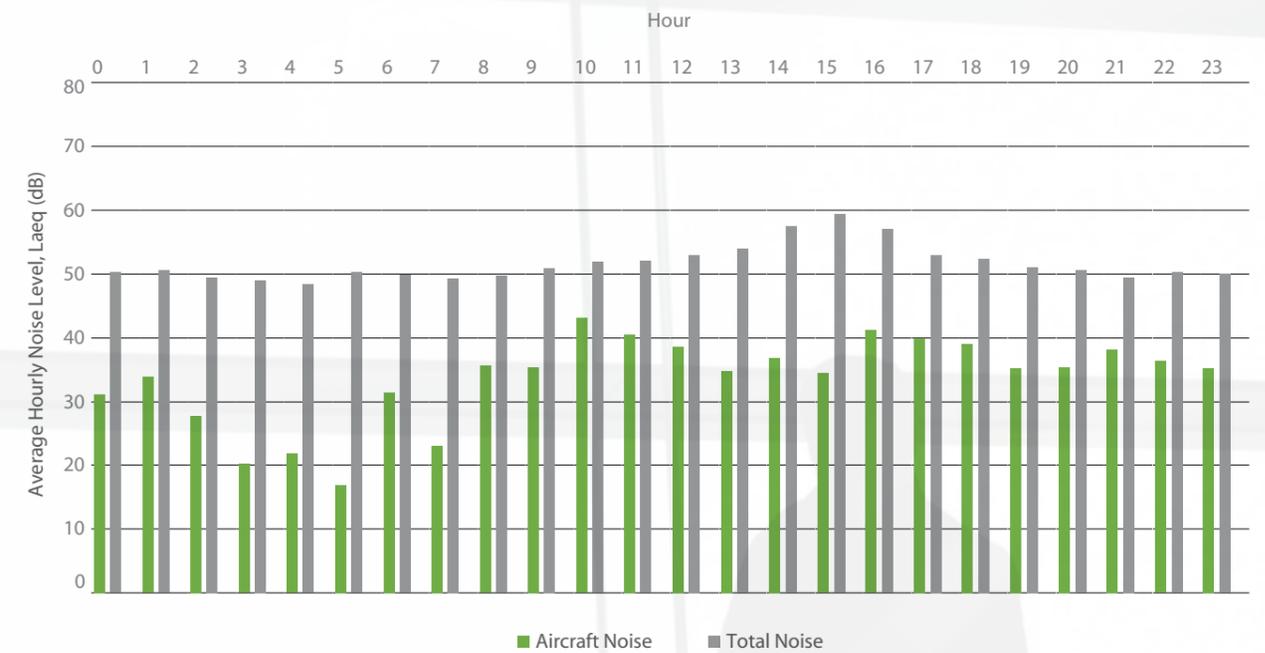
**Figure 37: Averaged daytime noise levels for NMT 5, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 38 presents these results monthly.



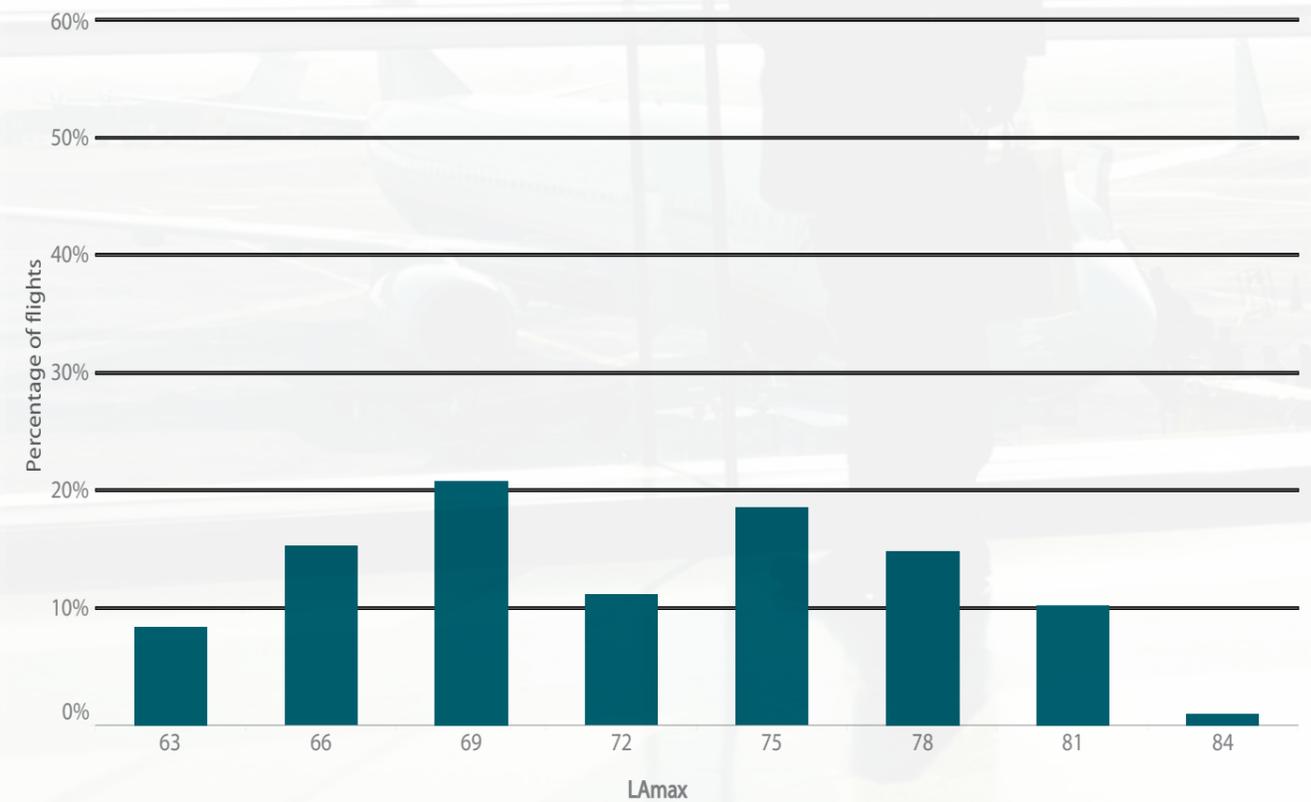
**Figure 38: Averaged nighttime noise levels for NMT 5, July - December 2020**

The hourly noise distribution at NMT 5 as shown in Figure 39.



**Figure 39: Averaged hourly noise levels for NMT 5, July - December 2020**

Figure 40 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 5.



**Figure 40:  $L_{A,MAX}$  levels distribution for NMT 5, July - December 2020**

# NMT 6: Artane

Noise Monitoring Terminal 6 ('Artane') is located southeast of Dublin Airport on the roof of a school building, see Figure 41 below, under the extended runway centerline of runway 16. Its purpose is to monitor runway 16 departures and runway 34 arrivals. The resulting data for NMT 6 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 41: Noise Monitoring Terminal Artane Location

## Noise Events

The results are presented in Figure 42. 222 registered noise events were attributable to aircraft noise (1.0%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

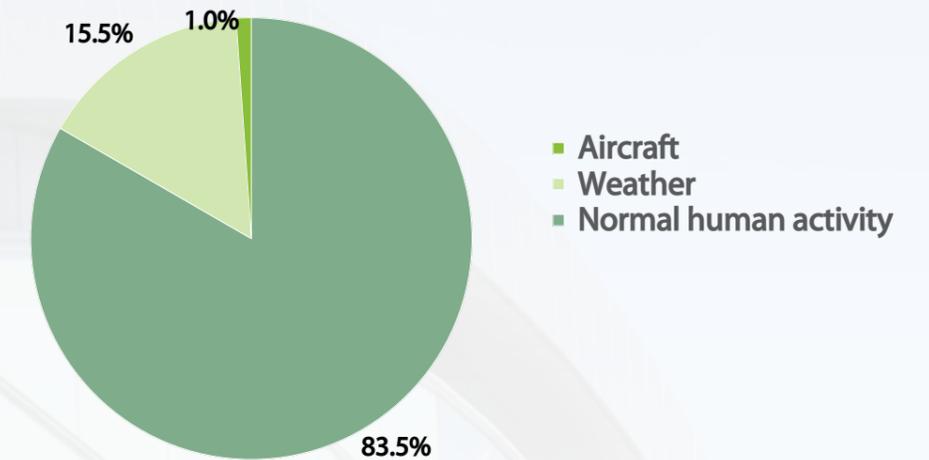


Figure 42: NMT 6 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 6: Artane is presented in Figure 43.

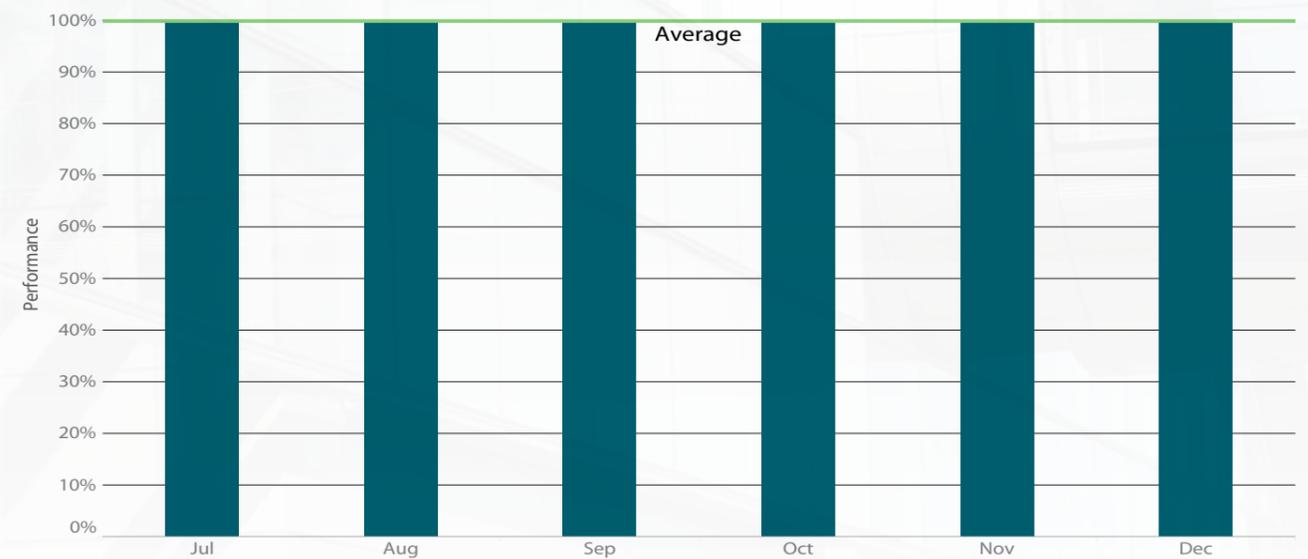
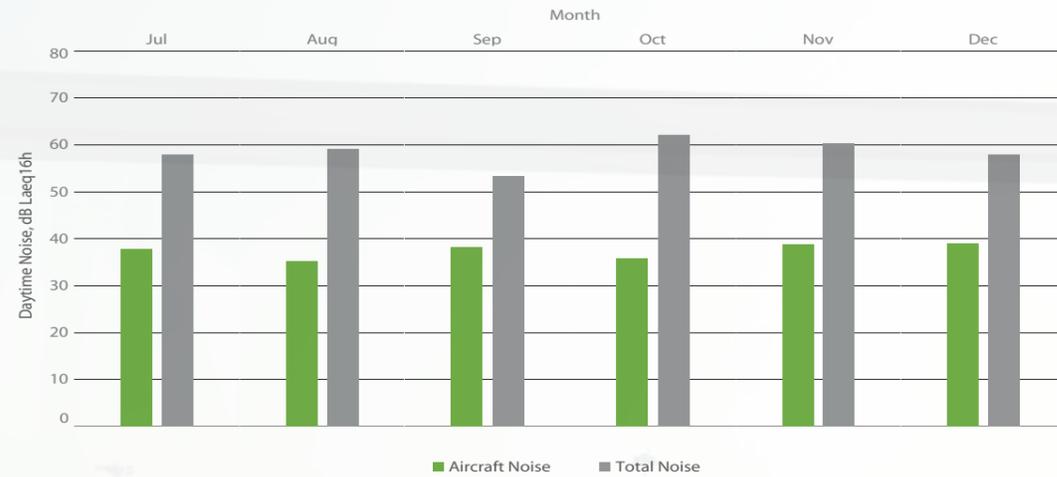


Figure 43: Operational status of NMT 6, July - December 2020

## Noise Levels

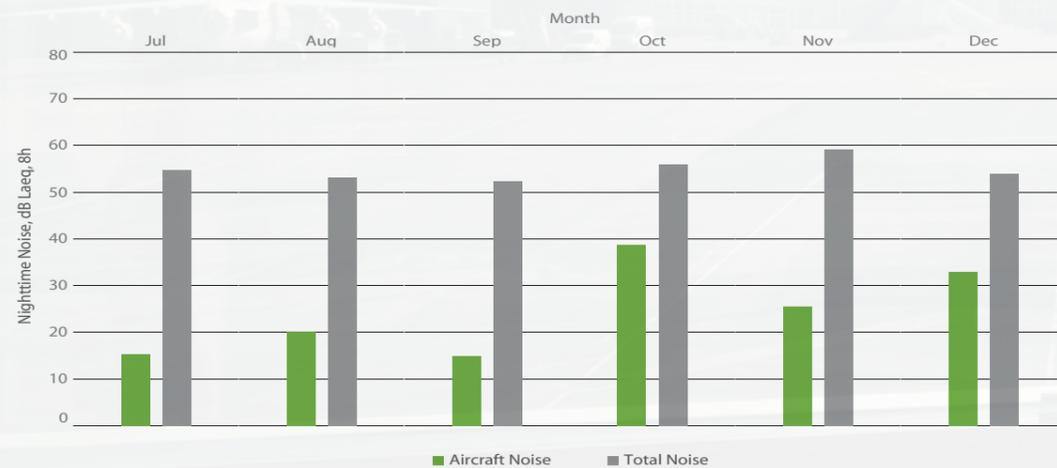
Figure 44 presents the average noise levels measured at NMT 6 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



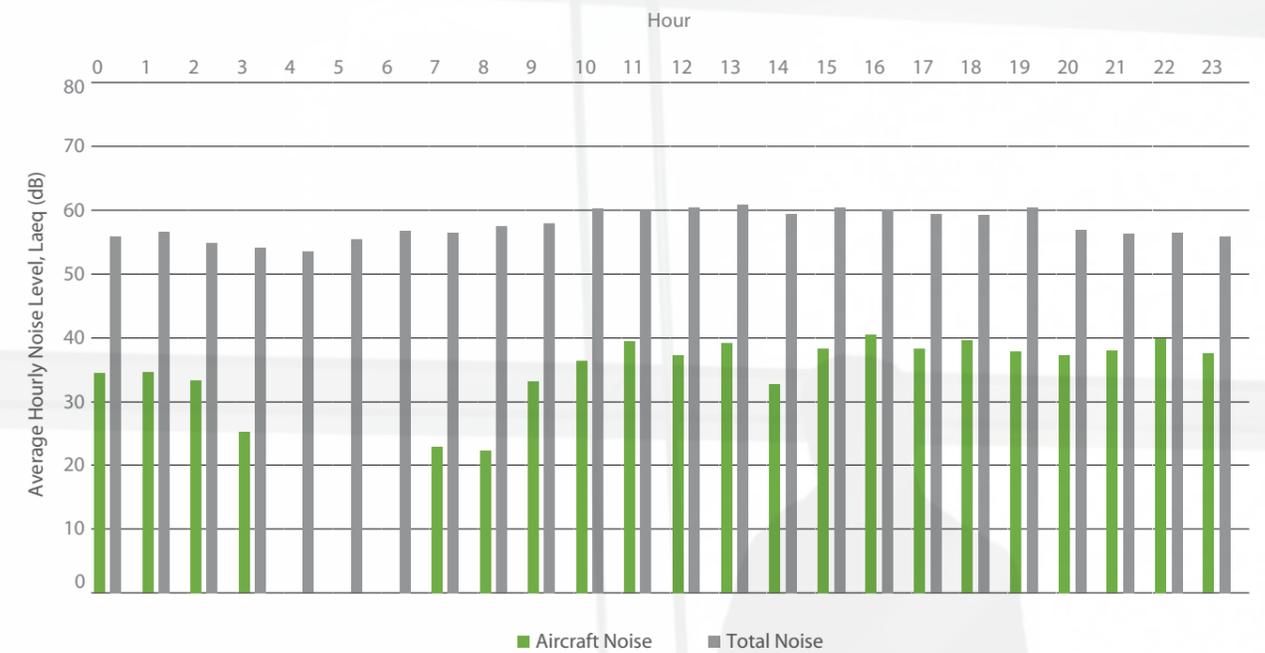
**Figure 44: Averaged daytime noise levels for NMT 6, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 45 presents these results monthly.



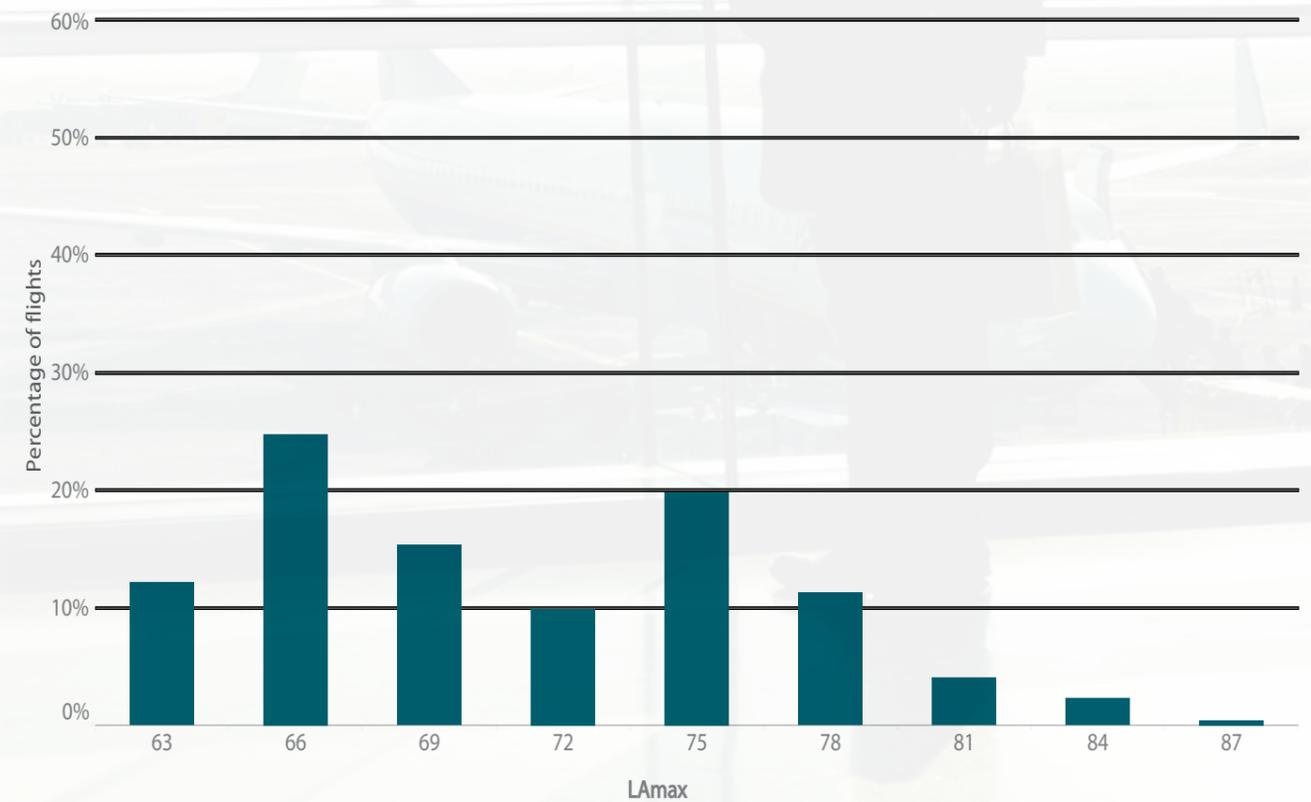
**Figure 45: Averaged nighttime noise levels for NMT 6, July - December 2020**

The hourly noise distribution at NMT 6 as shown in Figure 46.



**Figure 46: Averaged hourly noise levels for NMT 6, July - December 2020**

Figure 47 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 6.



**Figure 47:  $L_{A,MAX}$  levels distribution for NMT 6, July - December 2020**

# NMT 20: Coast Road

Noise Monitoring Terminal 20 ('Coast Road') is located east of Dublin Airport, see Figure 48 below, under the extended runway centerline of runway 10. Its purpose is to monitor runway 10 departures and runway 28 arrivals. The resulting data for NMT 20 measurements in the period from July 1st up to and including December 31st 2020 are presented in this section.



Figure 48: Noise Monitoring Terminal Coast Road Location

## Noise Events

The results are presented in Figure 49. 14,846 registered noise events were attributable to aircraft noise (74.0%). These noise events include both correlated and uncorrelated aircraft noise events. Correlated aircraft noise events are coupled with a specific arriving or departing aircraft overflying the NMT, while uncorrelated aircraft noise events are not.

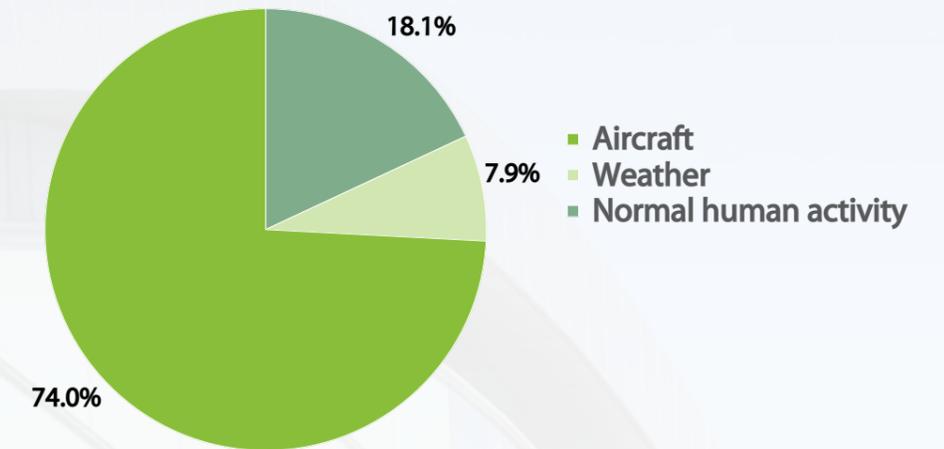


Figure 49: NMT 20 Noise Event Types

## NMT Operational Status

To ensure that Noise Monitoring Terminals keep working within specific limits, internal calibration checks are completed every 6 hours. During this period, some of the NMTs are out of operation for maintenance purposes and do not record noise events. The operational status of NMT 20: Coast Road is presented in Figure 50.

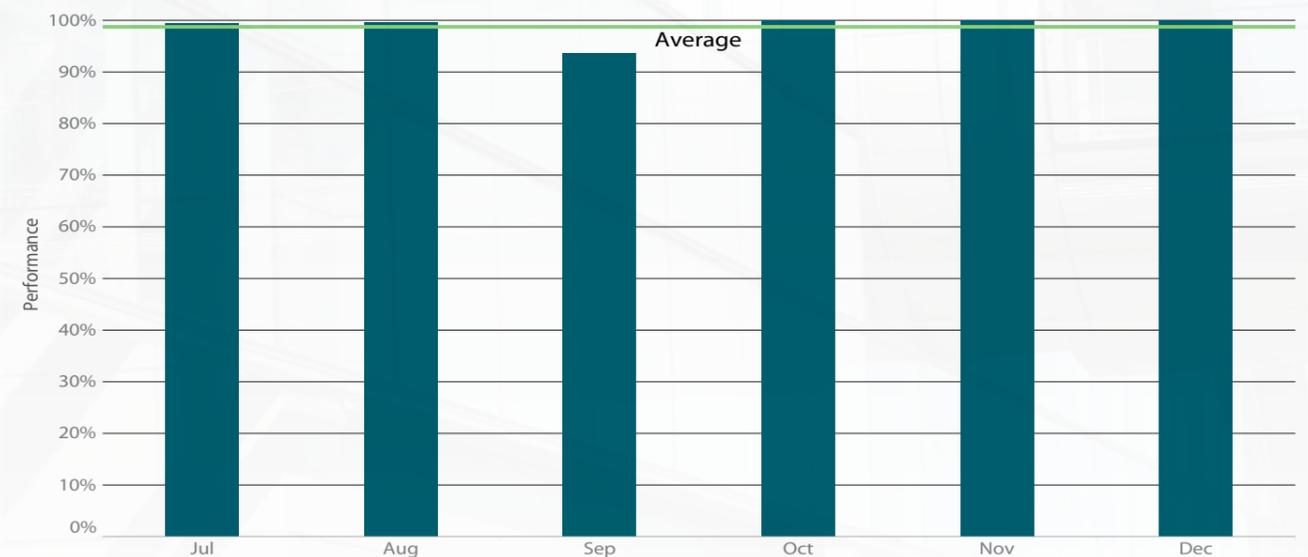


Figure 50: Operational status of NMT 20, July - December 2020

## Noise Levels

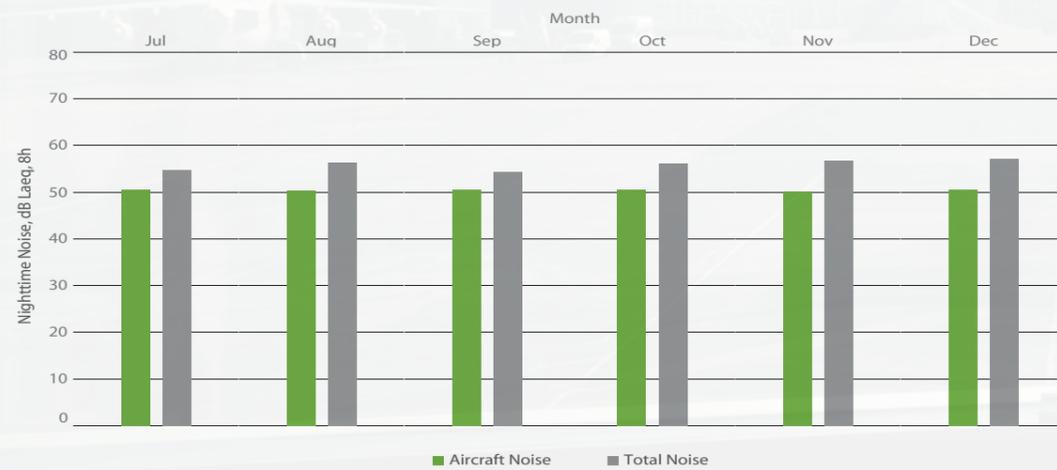
Figure 51 presents the average noise levels measured at NMT 20 during daytime periods, which are defined to be from 07:00 in the morning to 22:59 in the evening. Recorded noise levels during these time segments are therefore averaged over a 16-hour window.

This procedure is followed both for all noise events, and for those events that were correlated to aircraft movements. The results shown are presented monthly.



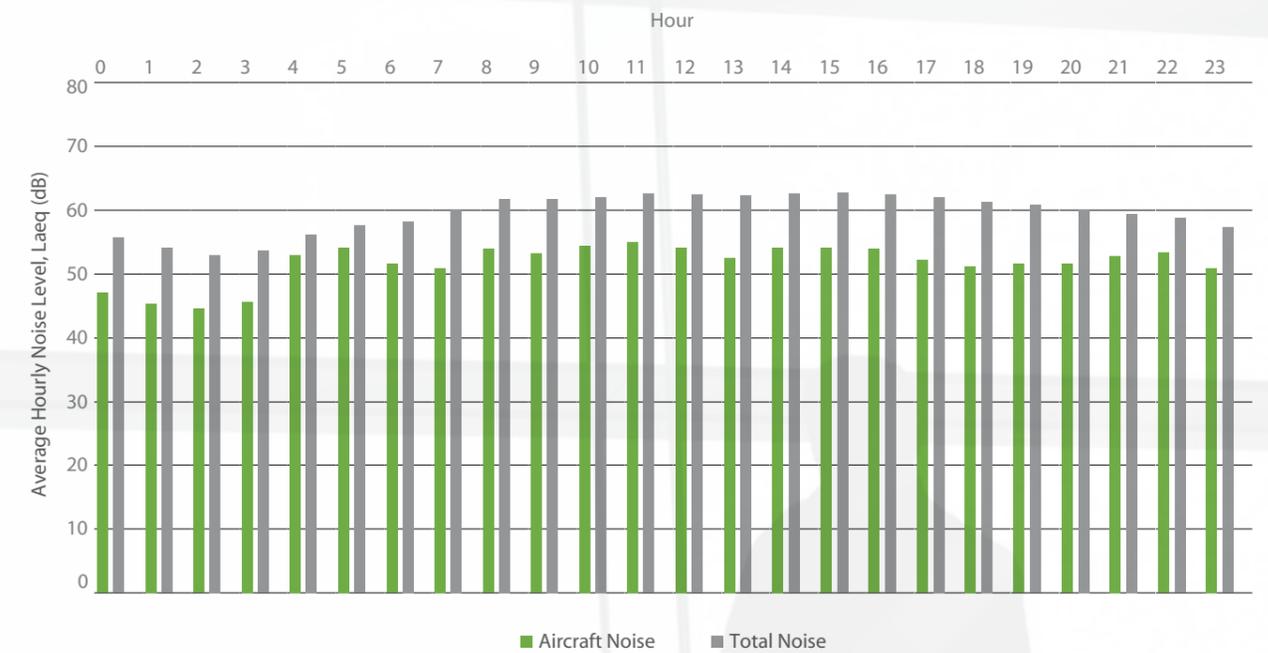
**Figure 51: Averaged daytime noise levels for NMT 20, July - December 2020**

Noise levels during the night are determined using a similar method. The night period is defined as a period between 23:00 in the evening to 06:59 in the morning. Noise levels are therefore averaged over an 8-hour window. Figure 52 presents these results monthly.



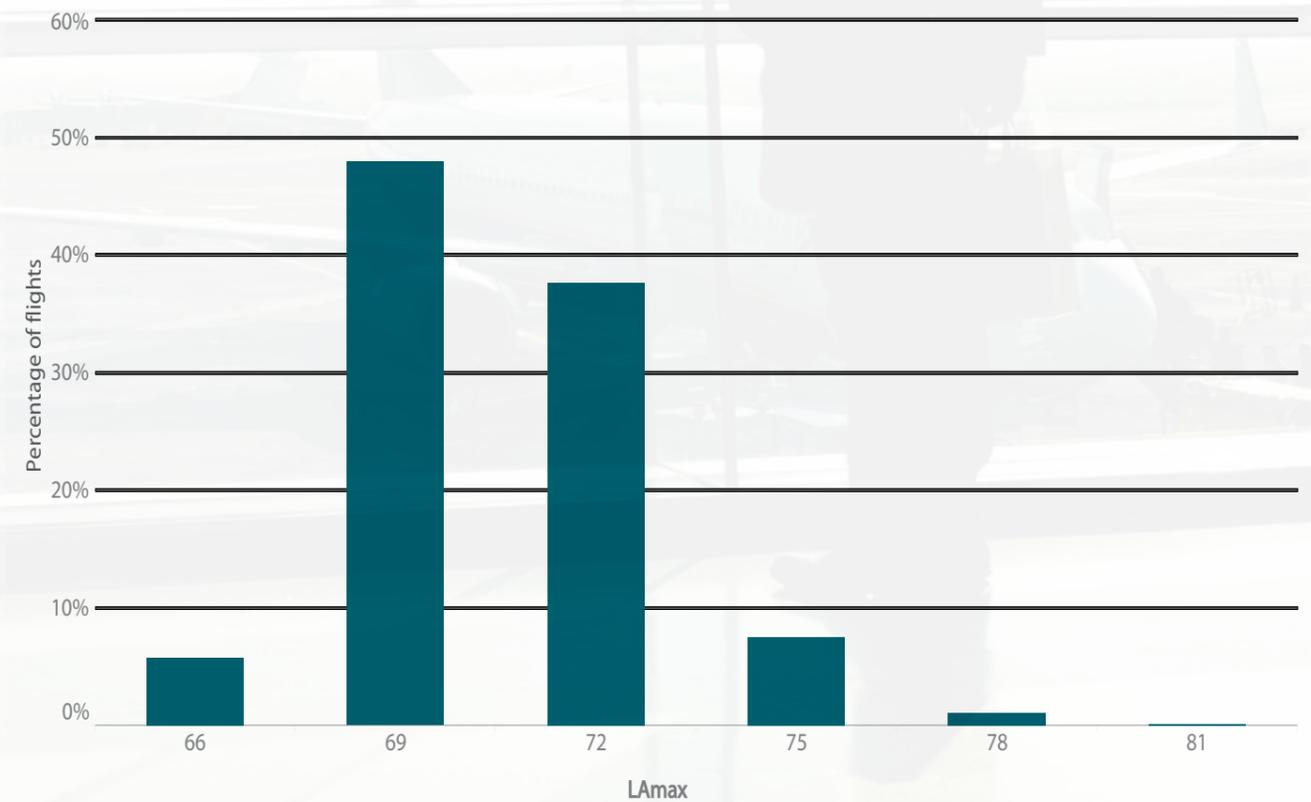
**Figure 52: Averaged nighttime noise levels for NMT 20, July - December 2020**

The hourly noise distribution at NMT 20 as shown in Figure 53.



**Figure 53: Averaged hourly noise levels for NMT 20, July - December 2020**

Figure 54 shows the  $L_{A,MAX}$  distribution, for aircraft noise, for the second half year of 2020 for NMT 20.



**Figure 54:  $L_{A,MAX}$  levels distribution for NMT 20, July - December 2020**

# Glossary

Symbol	Description	Unit
$L_{Aeq}$	A-weighted, equivalent noise level, averaged per hour over a half year period.	[dB]
$L_{Aeq, 8 h}$	A-weighted, equivalent noise level, averaged over eight hours per month between 23:00 and 07:00 (nighttime), hence 8 hour equivalent.	[dB]
$L_{Aeq, 16 h}$	A-weighted, equivalent noise level, averaged over 16 hours per month between 07:00 and 23:00 (daytime), hence 16 hour equivalent.	[dB]
$L_{A,MAX}$	A-weighted, maximum recorded noise level per correlated aircraft-noise event, instead of indicating the average noise levels for a reference duration.	[dB]

# Report inquiries

Phone: 1-800-200-034

Online form: <https://www.dublinairport.com/about-us/-community-affairs/noise-complaint>

This report is drafted by To70 Aviation Consultants on behalf of Dublin Airport.

