



“Tackling” Airport Noise with the ICAO Balanced Approach

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Valencia
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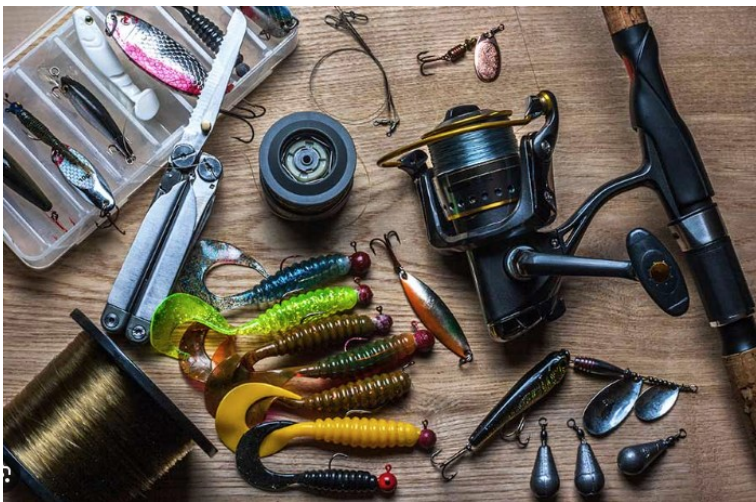
What does “Tackling Noise” look like?



Rugby Tackle
– Stop the opponent running



Football Tackle
– Take the ball away from the opponent



Fishing Tackle
– Lure a fish into a frying pan

Airport Noise Tackle....

Reducing Complaints

100% Chapter 14 fleet

Stopping or reversing
Growth of Noise
Contour Footprint

Meeting # Population
inside a contour target

Reducing Protests/
Political Pressure

Community agreement that noise is worth
the economic and transport benefits

Moving flights from
urban to rural areas

Insulating Homes

Licence to Operate

Approvals for Expansion
Planning Applications

Avoiding Operating
Restrictions

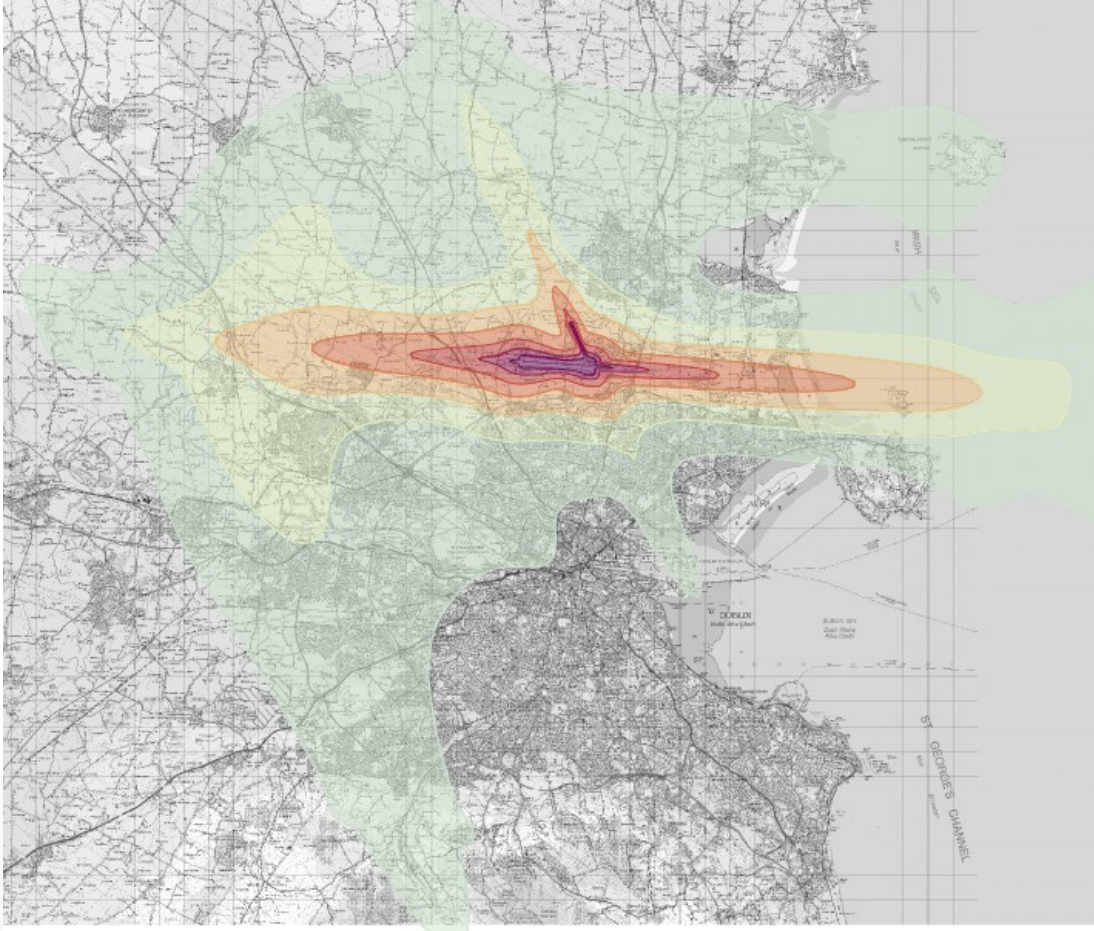
Preserving Non-Residential Areas

Improving Quality of
Life metrics

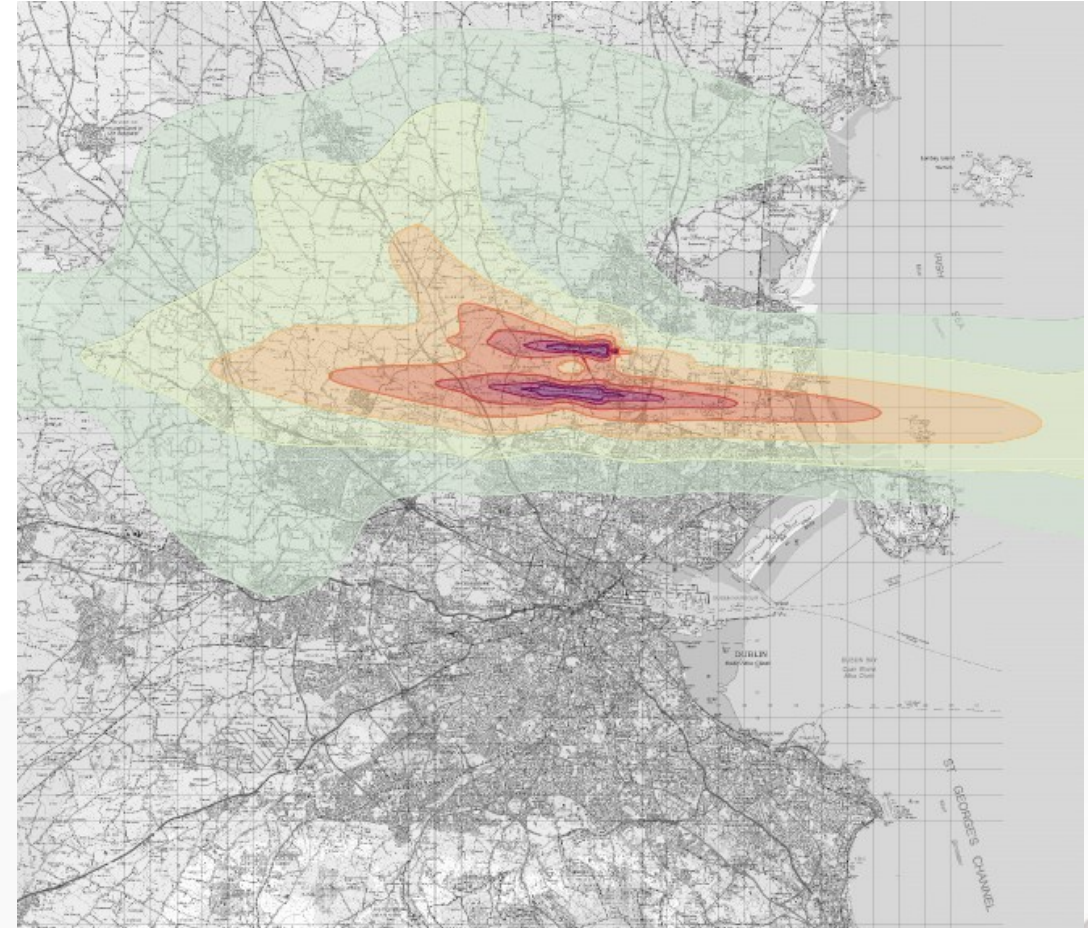
Licence to Grow

Is Dublin Airport “Tackling Noise”?

**New North Runway reduced noise in North Dublin
But impacted semi-rural areas especially to NW**



**2019 Lden – Main and Cross Runways
WHO/END – 120,000 Highly Annoyed
15200 Complaints from 280 people**



**2023 Lden – New Parallel Runway (Closed at night)
WHO/END – 71,000 Highly Annoyed
2023 – 30,000 Complaints from 3200 people
2024 – 71,000 Complaints from 640 people**

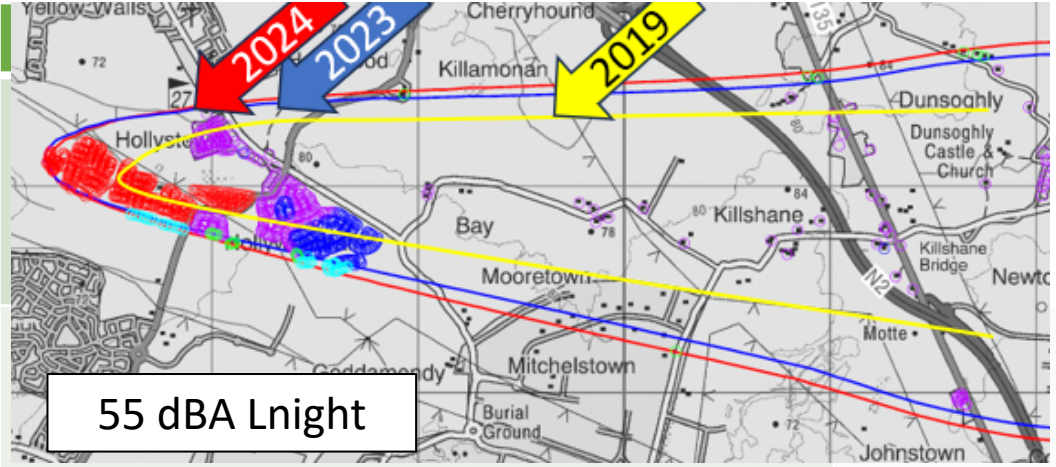
Balanced Approach – What can an airport operator do?

“If India has Night Noise problems due to European Curfews, they should implement the Balanced Approach”
– Delegate statement at the ICAO Assembly 2010

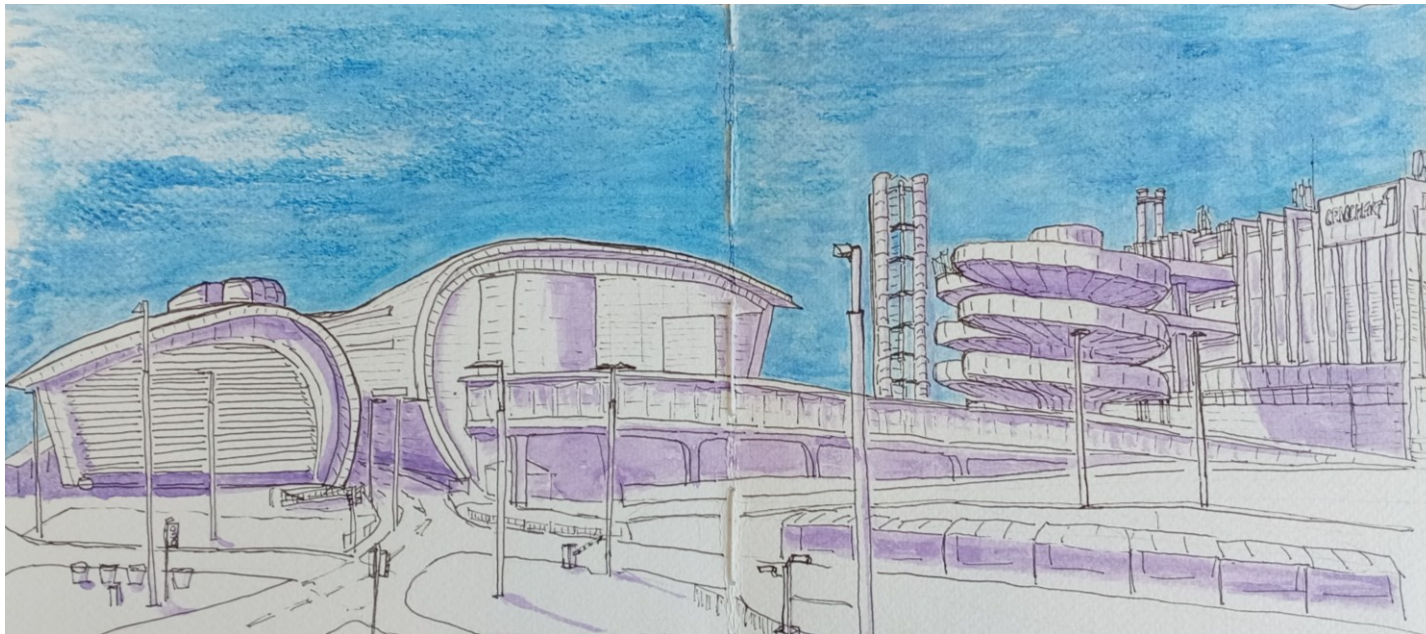
ICAO CAEP development of BA
 - ACI sends Airport Environmental Managers and Engineers
 - IATA sends Lawyers

Pillar	Content	Airport Practice	Comments
Reduction of Noise at Source	ICAO Aircraft Noise Standards (Ch4, Ch14, Ch16...)	Report on the Fleet Noise charge incentive	Fleet improvement is major long-term lifeline
Noise Abatement Operational Procedures	Flight paths Preferential runways Climb/decent profiles Reduced thrust...	AIP rules - NPR Flight paths/routes - NADP, CCO, CDO - Reverse Thrust	Low to medium benefit Tracks move noise around
Land Use Planning	Zones and Building Codes	Planning objections to development Airport Noise Insulation Schemes	Little airport influence Too late for many Does insulation tackle night noise?
Operating Restrictions	Curfews, ATM/PAX Caps, Noise Quotas	Implement existing OR (Resist new proposals)	Last Resort Needs EU598 Process Worst outcome for airport Favoured by communities
No Fifth Pillar – Non-Acoustic Factors (NAF)		Noise and Flight Track Monitoring, Complaints management Reports Website Community Engagement	Majority of airport efforts No noise reduction

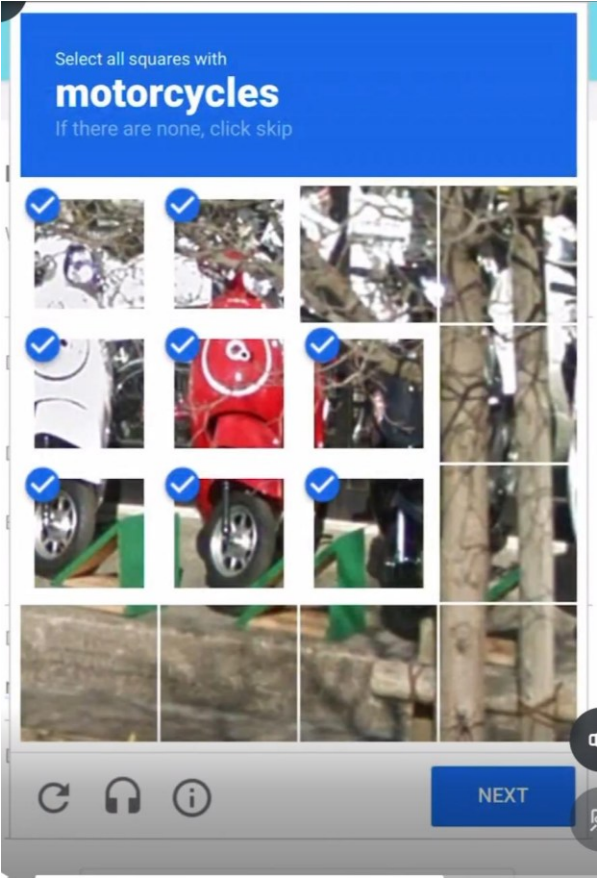
EU598 Process at DUB

Date	Step	Content	
2022	Noise Abatement Objective	# People in 55 Lnight contour 2019 – 1533 = Baseline target 2023 – 4500 2024 – 6800	
2024	END NAP	Identifies Noise Problem with 55Lnight and 65Lden populations Triggers – EU598 Process	
June 2025	Scenario Analysis	2026-2046, 32 – 60 mppa Various night restrictions (ATM, QC) Various runway use configurations SSA, Displaced Threshold	Cost request – incl price of tickets! Network impacts of ATM limit
Meanwhile in July 2025	Planning Board Decision on Night Flights	2hrs of NR night use 23-24 & 06-07h Annual QC 16260 <u>Annual Night ATM limit of 36k</u> <u>Bedroom Insulation scheme</u>	ATM limit = new Op Restriction without 598 Process (cf. 33k Night ATM in 2023)
Now	Review NAO	Excludes Insulation (daa schemes and Noise Zone requirements)	Q1 2026 new draft NAO
Q1 2026	Next Steps... ?	Draft Operating Restrictions? Or New NAO “fit for purpose” ?	Fixed housing baseline? Recognise Insulation?

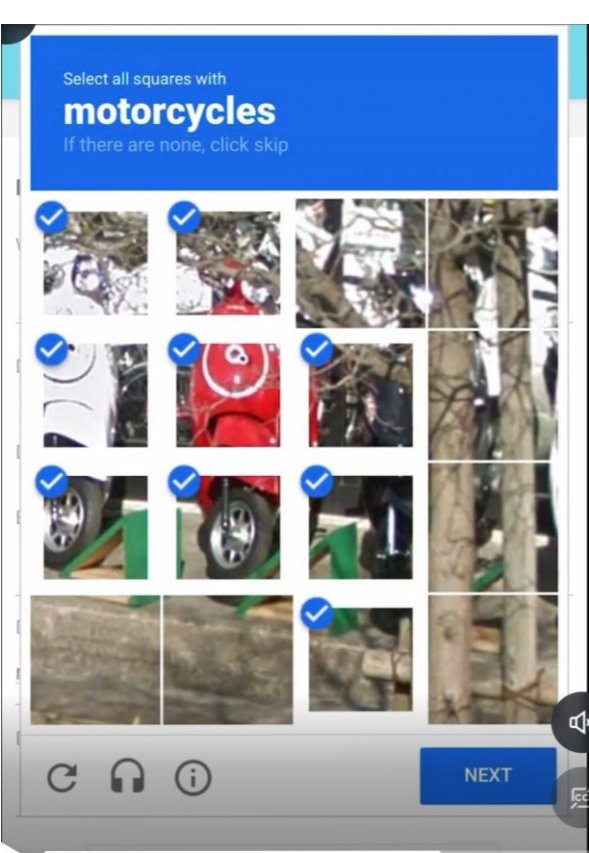
Thanks. Any questions?



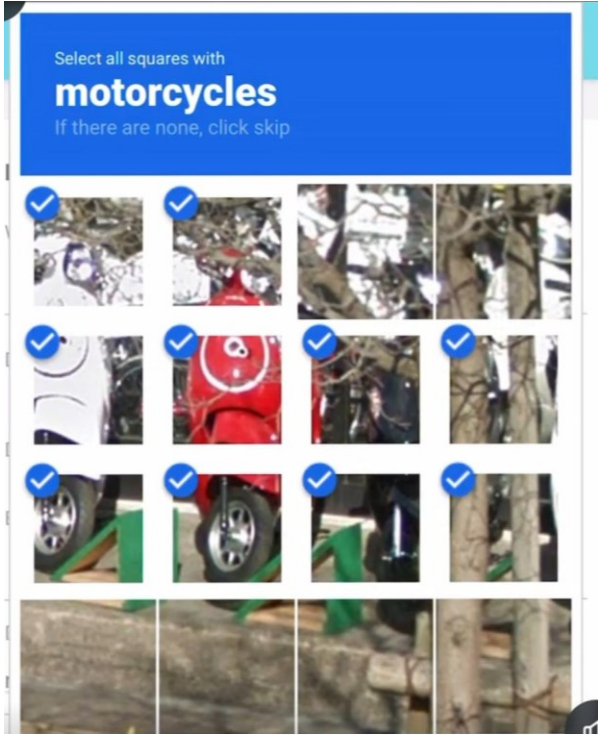
Robot Complaint Generation?



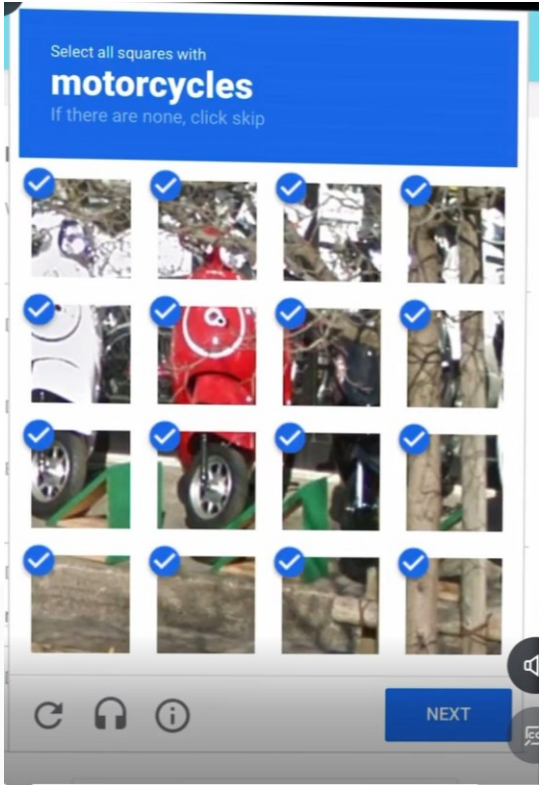
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