



**An tÚdarás Inniúil um
Thorann Aerárthaí**

**Aircraft Noise
Competent Authority**

Draft Regulatory Decision

Appendix A

Schedule of Documents and Data Considered

Appendix A - Schedule of Documents and Data Considered

Document / Dataset	Summary
Received by ANCA on 12 December 2020	
Planning Report	<p>The Planning Report outlines the background to and the substance of the proposed relevant action. It also summarises the various issues arising from the proposal whilst providing technical details to supplement the complementary specialist reports included with the Application.</p>
<p>Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Main Report</p> <p>December 2020</p>	<p>An Environmental Impact Assessment Report has been prepared within an Environmental Impact Assessment for the proposed planning application. The EAIR includes assessment of following environmental aspect:</p> <ul style="list-style-type: none"> • Population and Human Health • Major Accidents and Disasters • Traffic and Transportation • Air Quality Climate and Carbon • Water (Drainage) - Aircraft Noise and Vibration • Ground Noise and Vibration • Biodiversity • Flora and Fauna, Terrestrial Ecology, • Biodiversity (Aquatic) • Landscape and Visual Land and Soils • Material Assets • Cultural Heritage.

<p>Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Non-Technical Summary</p> <p>December 2020</p>	<p>Non-technical summary in language of the North Runway proposed Relevant Action Environmental Impact Assessment Report (EIAR). This document describes the Current State of the Environment and its evolution without the proposed relevant action. This is then assessed against the proposed Relevant Action to predict potential beneficial and/or adverse impacts, to identify potential significant adverse effects and to propose appropriate mitigating measures where necessary and feasible.</p>
<p>Dublin Airport North Runway Relevant Action Application Appropriate Assessment Screening Report</p> <p>December 2020</p>	<p>This Appropriate Assessment Screening Report provides information whether there are likely significant effects arising from the proposed relevant action, either individually or in combination with other plans or projects, and thus the requirement to proceed to the next stage of detailed AA. It provides all the information needed by the competent authority to make their own screening decision in relation to the proposed Relevant Action.</p>
<p>Received by ANCA on 04 June 2021</p>	
<p>Tom Phillips & Associates (TPA) Response letter to ANCA</p>	<p>The letter presents the response to the noise information requested by ANCA's Appendix A Overarching Information Request and all the documents/technical reports that have been provided to facilitate the decision-making process.</p>
	<p>The spreadsheet includes:</p> <ul style="list-style-type: none"> • A description of each scenario within the planning application; • A description of the following measures within each scenario: Reduction of Noise at Source, Land-Use Planning and Management, Noise Abatement Operating Procedures, Operating Restrictions, Financial Instruments;

<p>A11267_19_CA434_2.0 ANCA Reporting Template 2021 Update</p>	<ul style="list-style-type: none"> • Number of Movements for each Aircraft type for each scenario and for each of the following metrics: Annual Day, Annual Evening, Annual Night, Annual 24hr, Summer Day 16hr, Summer Night, Summer 24hr; • Number of Movements for each hour of a typical day for each scenario and for each of the following metrics: Annual Day, Annual Evening, Annual Night, Annual 24hr, Quota Count, Summer Day 16hr, Summer Night, Summer 24hr; • Area in km² of the noise contours for each scenario of the following metrics: L_{den}, L_{night}, L_{Aeq,16h}, L_{day}, L_{evening}; • Number of Dwelling exposed to noise for each scenario for the following metrics: L_{den}, L_{night}, L_{Aeq,16h}, L_{day}, L_{evening}; • Number of People exposed to noise for each scenario for the following metrics: L_{den}, L_{night}, L_{Aeq,16h}, L_{day}, L_{evening}; • Health Effect on people for each scenario for the following metrics: L_{den}, L_{night}, L_{Aeq,16h}, L_{day}, L_{evening};
<p>Dublin Airport Operating Restrictions: Quantification of Impacts on Future Growth. Updated analysis in response to the ANCA RFI.</p> <p>Version 1.2</p>	<p>The document presents the assessment of the impact on aircraft movements at the airport due to the application of Operating Restriction dictated by Condition 3d and 5 attached to the planning application of the third runway. The assessment has been updated to include the review of the unconstrained traffic forecast, for both pre and post COVID-19 crisis scenarios.</p>
<p>Received by ANCA on 18 June 2021</p>	
<p>A11267_19_CA434_5.0 ANCA Reporting Template 2021 Update</p>	<p>A11267_19_CA434_5.0 ANCA Reporting Template 2021 Update is a revision of A11267_19_CA434_2.0 ANCA Reporting Template 2021 Update</p>

<p>Tom Phillips & Associates (TPA) Response letter to ANCA</p>	<p>The letter presents the response to the following points as set out in the Appendix A to ANCA’s correspondence dated 24th February 2021:</p> <ul style="list-style-type: none"> • Overarching and specific information requests • ANCA reporting template 2021 update • all documents/technical reports that have been provided to facilitate the decision-making process.
<p>Dublin Airport Economic Impact of Operating Restrictions</p>	<p>This report documents the methodology and findings of this study, and is structured as follows:</p> <ul style="list-style-type: none"> • Chapter 1 – introduction. • Chapter 2 outlines the methodology used to estimate the economic impact of the operating restrictions attached to the grant of planning. • Chapter 3 summarises the traffic and demand implications of the operating restrictions at Dublin Airport taken from separate research commissioned by daa which reflects the impact of the COVID-19 outbreak. • Chapter 4 provides the forgone economic impact resulting from the proposed operating restrictions at Dublin Airport – the lost employment and GDP in Ireland that will result.
<p>Dublin Airport North Runway Relevant Action Application Draft - Initial Response to ANCA Request for Further Information</p>	<p>This report has been prepared in response to the request from the Aircraft Noise Competent Authority (ANCA) to Dublin Airport for further information (Direction 01, dated 24 February 2021), in respect of daa’s relevant action Application for the Dublin Airport north runway.</p>
<p>Received by ANCA on 1 July 2021</p>	

<p>Tom Phillips & Associates (TPA) Response letter to ANCA</p>	<p>The letter shows the following of a recent correspondence in June 2021. TFA provides to ANCA the updated versions of technical reports previously sent in response to the noise information requested by ANCA's Appendix A Overarching Information Request.</p>
<p>Tom Phillips & Associates (TPA) letter to FCC</p>	<p>The letter presents that Fingal County Council has been informed by TFA and provided a copy of the new information recently presented to ANCA as the Aircraft Noise Competent Authority in relation to ANCA-F20/0668-D01</p>
<p>Dublin Airport Operating Restrictions: Quantification of Impacts on Future Growth. Updated analysis in response to the ANCA RFI.</p> <p>Version 1.3.1</p>	<p>The document presents the assessment of impact on aircraft movements at the airport due to the application of operating restriction dictated by Condition 3d and 5 attached to the planning application of the third runway. The assessment has been updated to include the review of the unconstrained traffic forecast, for both pre and post COVID-19 crisis scenarios.</p> <p>This report includes 'Scenario F'- 23:00 - 07:00 Single Runway (no 65/night or 32mppa limits)</p>
<p>Received by ANCA on 23 July 2021</p>	
	<p>The letter provides information in response to the remaining points as set out in the Appendix A to ANCA's Direction 01, dated 24th February 2021. In support of the responses provided in the letter, it has been also provided a hard copy and electronic copy of the following documents:</p> <p>Noise Abatement Measures – Existing, Planned and New RFI Response #77 by Anderson Acoustics</p>

Tom Phillips & Associates (TPA) Response letter to ANCA	<p>Residential Sound Insulation Grant Scheme (RSIGS) overview, DRAFT, by Anderson Acoustics, July 2021</p> <p>Technical Memo: A11267_19_MO027_2.0 ANCA RFI Responses by Bickerdike Allen Partners, dated 22nd July 2021</p> <p>BAP Contour Report: Noise Information – ANCA Request</p>
Tom Phillips & Associates (TPA) letter to FCC	<p>The letter presents that Fingal County Council has been informed by TFA and provided a copy of the new information recently presented to ANCA as the Noise Competent Authority in relation to ANCA-F20/0668-D01</p>
ANCA Request for Further Information Response	<p>This memo presents the updated and additional responses of the initial Request for Further Information given in Chapter 02: Aviation Noise Competent Authority RFIs, in June 2021.</p>
RFI 77 Noise measures - Existing, Planned and New	<p>The document includes a description of the existing noise measures, planned noise measures and new measures related to the relevant action application.</p>
	<p>The document is based on Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment (Ref:A11267_12_RP032_3.0) dated November 2020 and details the additional noise information and the details of its derivation.</p> <ul style="list-style-type: none"> – Section 2.0 summarizes comments on the application including the ANCA request and the subsequent clarifications. – Section 3.0 discusses the updated forecasts – Section 4.0 detailing the scenarios that are considered.

<p>Dublin Airport North Runway Relevant Action Application Noise Information – Anca Request February 2021</p> <p>June 2021</p>	<ul style="list-style-type: none"> – Section 5.0 details the noise modelling methodology used and the population and demographics assessment methodology. – Section 6.0 presents the resulting information.
<p>Dublin Airport Residential Sound Insulation Grant Scheme (RSIGS) overview. DRAF</p>	<p>The document presents the overview of Residential Sound Insulation Grant Scheme (RSIGS) proposed by daa as part of the package of measures submitted in support of the planning application and associated EIA (relevant action).</p> <p>The proposals considered in this document are additional to the North Runway Insulation Scheme (NRIS) from Condition 7 of the North Runway Planning Permission.</p>
<p>Received by ANCA on 30 July 2021</p>	
<p>Tom Phillips & Associates (TPA) Response letter to ANCA</p>	<p>The letter provides information in response to the remaining points as set out in the Appendix A to ANCA’s Direction 01, dated 24th February 2021. In support of the responses provided in the letter, it has been also provided a hard copy and electronic copy of the following documents:</p> <p>RFI 12 & 13 Technical Memo: Landscape and Tranquillity</p> <p>RFI 14 Technical Memo: Cultural Heritage</p> <p>RFI 128 Technical Memo: A11267_12_MO028_2.0</p> <p>Revised Regulation 598 package</p>
	<p>The letter provides the following revised Regulation 598/2014 assessment documentation:</p>

<p>PR-407849-ACM_CL_EN_002_(A)_598 Pack Contents Letter</p>	<p>Dublin Airport North Runway Relevant Action Application, Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary', PR407849_ACM_RP_EN_002_(C)_598 NTS_FINAL_290721</p> <p>'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)'. Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)'.</p>
<p>Dublin Airport North Runway Relevant Action Application Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary - Revision 01</p>	<p>The document is a non-technical summary of important information from various assessments undertaken aligned to the headings of the Aircraft Noise Regulation Annex I. Overviews of the Aircraft Noise (Dublin Airport) Regulation Act 2019</p> <p>The document includes:</p> <p>A summary of the current inventory (airport description, noise situation, aircraft noise management measures)</p> <p>Description of Forecast Without New Measures</p> <p>Assessments of additional measures</p>
	<p>This report contains:</p> <ul style="list-style-type: none"> • Description of the Forecast Without New Measures scenario; which represents the noise conditions that would arise from any development proposals inclusive of specific or combinations of noise mitigation measures:

Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)

- Screening assessment for potential new mitigation measures, a summary of the Preferred Option that becomes the forecast including Additional Measures scenario, and the results of the cost-effectiveness analysis.
- Comparison between the forecast including Additional Measures scenario and the situation with the North Runway Planning Permission’s operating restrictions at night, called the Permitted Operations Situation Scenario.
The documents states: “The Permitted Operations Situation by itself would meet the NAO but is more restrictive and not as cost-effective compared to the Forecast including Additional Measures scenario.”

Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)

This report includes the methodology applied to evaluate the cost-effectiveness of the proposed measures; the baseline noise exposure levels used to assess change in noise exposure; the units of effectiveness selected to assess a measure’s influence on reducing noise exposure levels; the estimated costs to implement a measure; and the cost-effective analysis results.

This compares the Forecast including Additional Measures scenario and the situation with the North Runway Planning Permission’s operating restrictions at night, called the Permitted Operations Situation scenario in terms of cost effectiveness.

RFI 12 & 13 Technical Memo: Landscape and Tranquillity

The memo addresses the ANCA Request for Information on the potential impact on tranquillity and on additional lighting

This note has been prepared in response to a Request for Information (RFI) received from ANCA to address the impact of changes in noise levels on sensitive heritage assets as a result of changes to airborne traffic between the Permitted Scenario, which is the situation which will come into effect once the

RFI 14 Technical Memo: Cultural Heritage	north runway is operational and the Proposed Scenario, which is the situation which will come into effect if the proposed relevant action is consented.
RFI 128 Technical Memo: A11267_12_MO028_2.0	This memo addresses the ANCA Request for Information (RFI) number 128 about the eligibility boundaries for the existing voluntary purchase scheme and how it aligns with the night time noise exposure levels calculated for 2025 in Scenarios 2 to 9
Tom Phillips & Associates (TPA) Response letter to ANCA	<p>The letter provides information in response to the remaining points as set out in the Appendix A to ANCA’s Direction 01, dated 24th February 2021. In support of the responses provided in the letter, it has been also provided a hard copy and electronic copy of the following documents:</p> <p>RFI 12 & 13 Technical Memo: Landscape and Tranquillity</p> <p>RFI 14 Technical Memo: Cultural Heritage</p> <p>RFI 128 Technical Memo: A11267_12_MO028_2.0</p> <p>Revised Regulation 598 package</p>
	<p>The letter provides the following revised Regulation 598/2014 assessment documentation:</p> <p>Dublin Airport North Runway Relevant Action Application, Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary’, PR407849_ACM_RP_EN_002_(C)_598 NTS_FINAL_290721</p> <p>‘Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)’.</p>

<p>PR-407849-ACM_CL_EN_002_(A)_598 Pack Contents Letter</p>	<p>Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)’. </p>
<p>Dublin Airport North Runway Relevant Action Application Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary - Revision 01</p>	<p>The document is a non-technical summary of important information from various assessments undertaken aligned to the headings of the Aircraft Noise Regulation Annex I. Overviews of the Aircraft Noise (Dublin Airport) Regulation Act 2019.</p> <p>The document includes:</p> <ul style="list-style-type: none"> – A summary of the current inventory (airport description, noise situation, aircraft noise management measures) – Description of Forecast Without New measures – Assessments of additional measures
<p>Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)</p>	<p>This report contains:</p> <p>Description of the Forecast Without New Measures scenario; which represents the noise conditions that would arise from any development proposals inclusive of specific or combinations of noise mitigation measures;</p> <p>Screening assessment for potential new mitigation measures, a summary of the Preferred Option that becomes the Forecast including Additional Measures scenario, and the results of the Cost-Effectiveness Analysis.</p> <p>Comparison between the Forecast including Additional Measures scenario and the situation with the North Runway Planning Permission’s operating restrictions at night, called the Permitted Operations Situation scenario.</p>

	The documents states: “The Permitted Operations Situation by itself would meet the cNAO but is more restrictive and not as cost-effective compared to the Forecast including Additional Measures scenario.”
Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)	<p>This report includes the methodology applied to evaluate cost-effectiveness of the proposed measures; the baseline noise exposure levels used to assess change in noise exposure; the units of effectiveness selected to assess a measure’s influence on reducing noise exposure levels; the estimated costs to implement a measure; and the cost-effective analysis results.</p> <p>Compares the Forecast including Additional Measures scenario and the situation with the North Runway Planning Permission’s operating restrictions at night, called the Permitted Operations Situation scenario in terms of cost effectiveness.</p>
RFI 12 & 13 Technical Memo: Landscape and Tranquillity	The memo addresses ANCA Request for Information on the potential impact on tranquillity and on additional lighting
RFI 14 Technical Memo: Cultural Heritage	This note has been prepared in response to a Request for Information (RFI) received from ANCA to address the impact of changes in noise levels on sensitive heritage assets as a result of changes to airborne traffic between the Permitted Scenario, which is the situation which will come into effect once the North Runway is operational and the Proposed Scenario, which is the situation which will come into effect if the proposed Relevant Action is consented.
RFI 128 Technical Memo: A11267_12_MO028_2.0	This memo addresses the ANCA Request For Information (RFI) number 128 about the eligibility boundaries for the existing Voluntary purchase scheme and how it aligns with the night time noise exposure levels calculated for 2025 in Scenarios 2 to 13

Received by ANCA on 28 August 2021	
<p>Tom Phillips & Associates (TPA) letter response to ANCA_item #106</p>	<p>The letter provides information in response to Item #106. In support of the response provided in the letter, it has been also provided a copy of Memo no 1 prepared by Bickerdike Allen Partners (BAP).</p>
<p>ANCA RFI Response 106</p>	<p>This memo addresses ANCA Request for Information (RFI) number 106, to provide data for 2016 per the Aircraft Noise Reporting Template.</p> <p>In support of the response provided in the memo, it has been also provided a copy of the following documents:</p> <p>ANCA Reporting template 2021 update – 2021 END</p> <p>A11267_19_DR821_1.0 2016 L_{den}</p> <p>A11267_19_DR822_1.0 2016 L_{night}</p>
	<p>The spreadsheet includes:</p> <p>A description of 2016's scenario within the planning application;</p> <p>A description of the following measures for 2016's scenario: Reduction of Noise at Source, Land-Use Planning and Management, Noise Abatement Operating Procedures, Operating Restrictions, Financial Instruments;</p>

<p>ANCA Reporting template 2021 update – 2021 END</p>	<p>Number of Movements for each Aircraft type for 2016’s scenario and for each of the following metrics: Annual Day, Annual Evening, Annual Night, Annual 24hr, Summer Day 16hr, Summer Night, Summer 24hr;</p> <p>Number of Movements for each hour of a typical day for 2016’s scenario and for each of the following metrics: Annual Day, Annual Evening, Annual Night, Annual 24hr, Quota Count, Summer Day 16hr, Summer Night, Summer 24hr;</p> <p>Area in km2 of the noise contours for 2016’s scenario of the following metrics: L_{den}, L_{night}, $L_{Aeq,16h}$, L_{day}, $L_{evening}$</p> <p>Number of Dwelling exposed to noise for 2016’s scenario for the following metrics: L_{den}, L_{night}, $L_{Aeq,16h}$, L_{day}, $L_{evening}$</p> <p>Number of People exposed to noise for 2016’s scenario for the following metrics: L_{den}, L_{night}, $L_{Aeq,16h}$, L_{day}, $L_{evening}$</p> <p>Health Effect on people for 2016’s scenario for the following metrics: L_{den}, L_{night}, $L_{Aeq,16h}$, L_{day}, $L_{evening}$</p>
<p>A11267_19_DR821_1.0 2016 L_{den}</p>	<p>Actual L_{den} Noise Contours 2016 – Scale: 1:250000</p>
<p>A11267_19_DR822_1.0 2016 L_{night}</p>	<p>Actual L_{night} Noise Contours 2016 – Scale: 1:250000</p>
<p>Received by ANCA on 14 September 2021</p>	
<p>Planning Report</p>	<p>Planning Report, September 2021 is a revision of Planning Report, December 2020</p>

Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 1 – Non-Technical Summary	Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 1 – Non-Technical Summary is a revision of Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Non-Technical Summary December 2020
Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 2 - Main Report	Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 2 - Main Report is a revision of Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Main Report
Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 3 - Figures	Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Volume 3 – Figures is a revision of all the figures included in Dublin Airport North Runway Relevant Action Application Environmental Impact Assessment Report Main Report
	<p>This document includes all the Appendices for the environmental assessment that have not been included in the main report:</p> <ul style="list-style-type: none"> Appendix 1A. Operating Restrictions Report Appendix 2A. Dublin Airport Proposed Night Quota System Appendix 3A. Economic Impact of Operating Restrictions Appendix 3B. Crosswind Runway Information Appendix 4A. ANCA Noise Information Reporting Template Appendix 6A. Impacts on Existing Land Use and Zoning

**Environmental Impact Assessment
Report Volume 4 - Appendices**

Appendix 8A. Hazard Technical Appendix

Appendix 9A. Mobility Management Update 2019

Appendix 10A. AQC Technical Report

Appendix 10B. Detailed Model Prediction – Future Years

Appendix 10C. Detailed Model Prediction - Odour

Appendix 11A. Aircraft Model Substitutions

Appendix 13A. Air Noise Legislation and Guidance

Appendix 13B. Air Noise Methodology

Appendix 13C. Air Noise Modelling Results

Appendix 13D. Air Noise Baseline Survey

Appendix 13E. Air Noise Glossary

Appendix 14A. Ground Noise Legislation and Guidance

Appendix 14B. Ground Noise Methodology

Appendix 14C. Ground Noise Modelling Results

Appendix 14D. Ground Noise Baseline Survey

Appendix 14E. Ground Noise Glossary

	<p>Appendix 14F. Traffic Noise Methodology</p> <p>Appendix 15A. Non-breeding Bird Survey</p> <p>Appendix 17A. Impact on Landscape Tranquillity</p> <p>Appendix 19A. Waste Minimisation Plan</p> <p>Appendix 20A. Impact of Overflights</p> <p>Appendix 21A. Planning Applications Assessed</p> <p>Appendix 21B. Location of Planning Applications</p>
<p>Dublin Airport North Runway Relevant Action Application Appropriate Assessment Screening Report</p>	<p>Dublin Airport North Runway Relevant Action Application Appropriate Assessment Screening Report, December 2020 is a revision of Dublin Airport North Runway Relevant Action Application Appropriate Assessment Screening Report September 2021</p>
<p>Dublin Airport North Runway, Relevant Action Application</p> <p>Final - Response to ANCA Direction 01 in relation to planning application F20A/0668</p>	<p>Dublin Airport North Runway, Relevant Action Application Final - Response to ANCA Direction 01 in relation to planning application F20A/0668 is a revision of Dublin Airport North Runway Relevant Action Application Draft - Initial Response to ANCA Request for Further Information</p>

<p>Dublin Airport North Runway Relevant Action Application Noise Information – Anca Request February 2021</p> <p>September 2021</p>	<p>Dublin Airport North Runway Relevant Action Application Noise Information – ANCA Request February 2021 September 2021 is a revision of Dublin Airport North Runway Relevant Action Application Noise Information – Anca Request February 2021 June 2021</p>
<p>PR-407849-ACM_CL_EN_003_(A)_598 Pack Contents Letter</p>	<p>PR-407849-ACM_CL_EN_003_(A)_598 Pack Contents Letter is a revision of PR-407849-ACM_CL_EN_002_(A)_598 Pack Contents Letter</p>
<p>PR-407849-ACM_598 Pack Contents Letter</p>	<p>‘Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)’.</p> <p>Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)’.</p>
<p>Dublin Airport North Runway Relevant Action Application Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary - Revision 02</p>	<p>Dublin Airport North Runway Relevant Action Application Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary - Revision 02 is a revision of Dublin Airport North Runway Relevant Action Application Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary - Revision 01</p>
<p>Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and</p>	<p>Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 2 – September 2021) is a revision</p>

Additional Measures Assessment Report (Revision 2 – September 2021)	of Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)
Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 2 – September 2021)	Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 2 – September 2021) is a revision of Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report (Revision 1 – July 2021)

Objective Noise Exposure Forecasts and Airport Data

The main objective data utilised in the preparation of ANCA’s Draft Regulatory Decision has been taken from the following reporting template:

A11267_19_CA452_1.0 ANCA Reporting Template 2021 Update - 2016 END.xlsx

A11267_19_CA434_5.0 ANCA Reporting Template 2021 Update.xlsx

These are available on the ANCA website <https://www.fingal.ie/aircraftnoisececa/documents-f20a0668>

