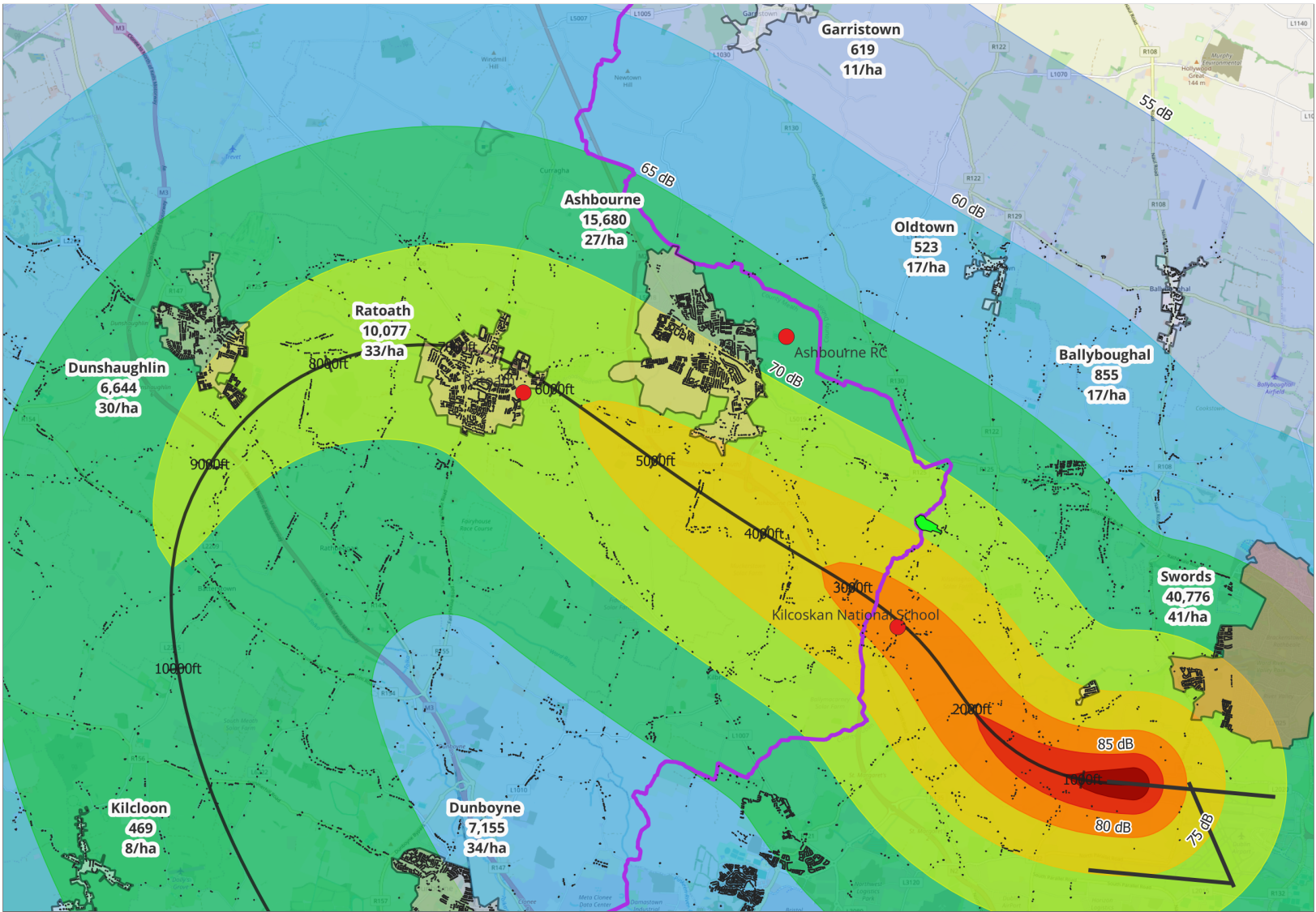
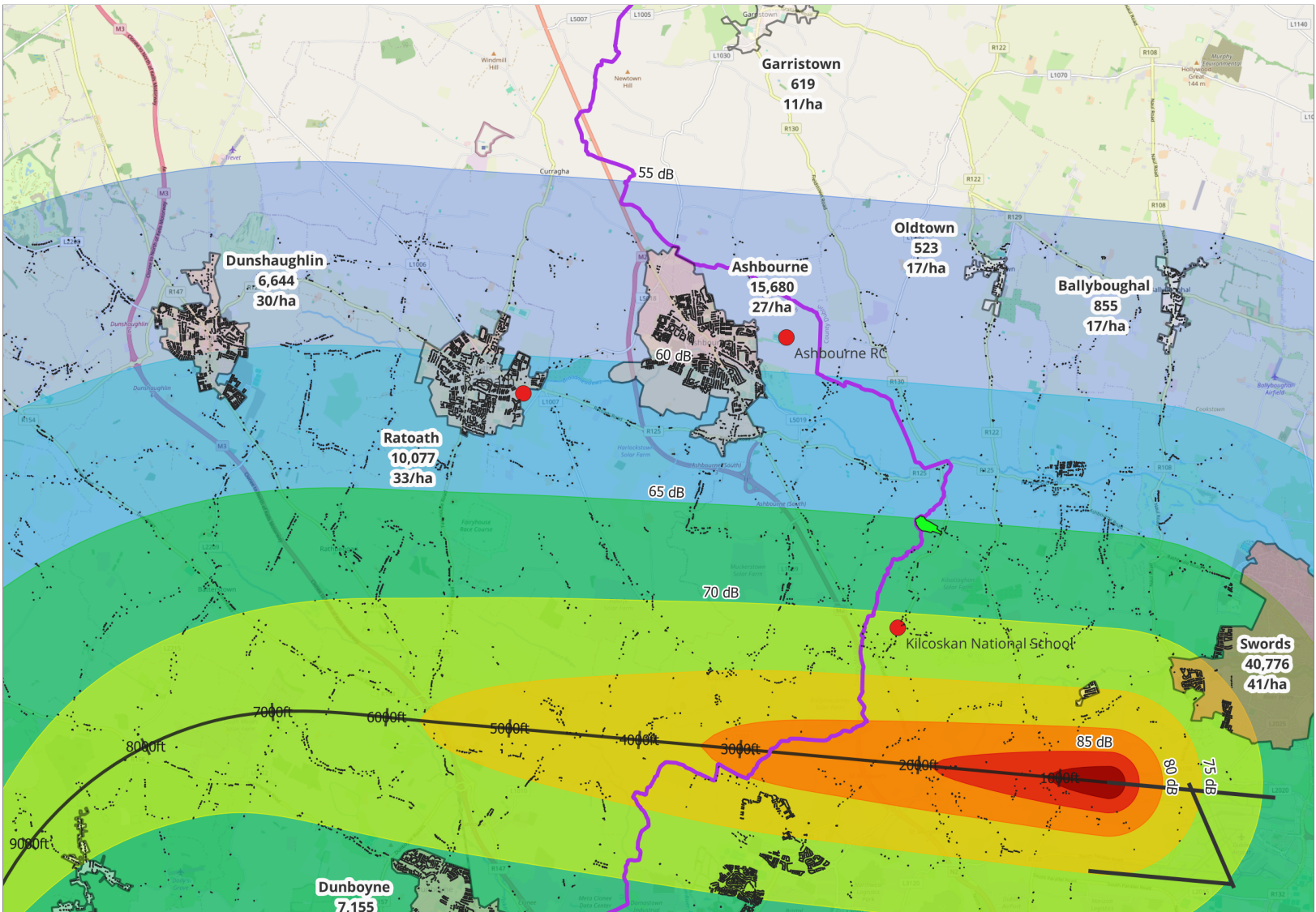


Route Flown: RYR6875 Boeing 737 MAX 8 to Barcelona, 25 March 2026, 12:04 UTC



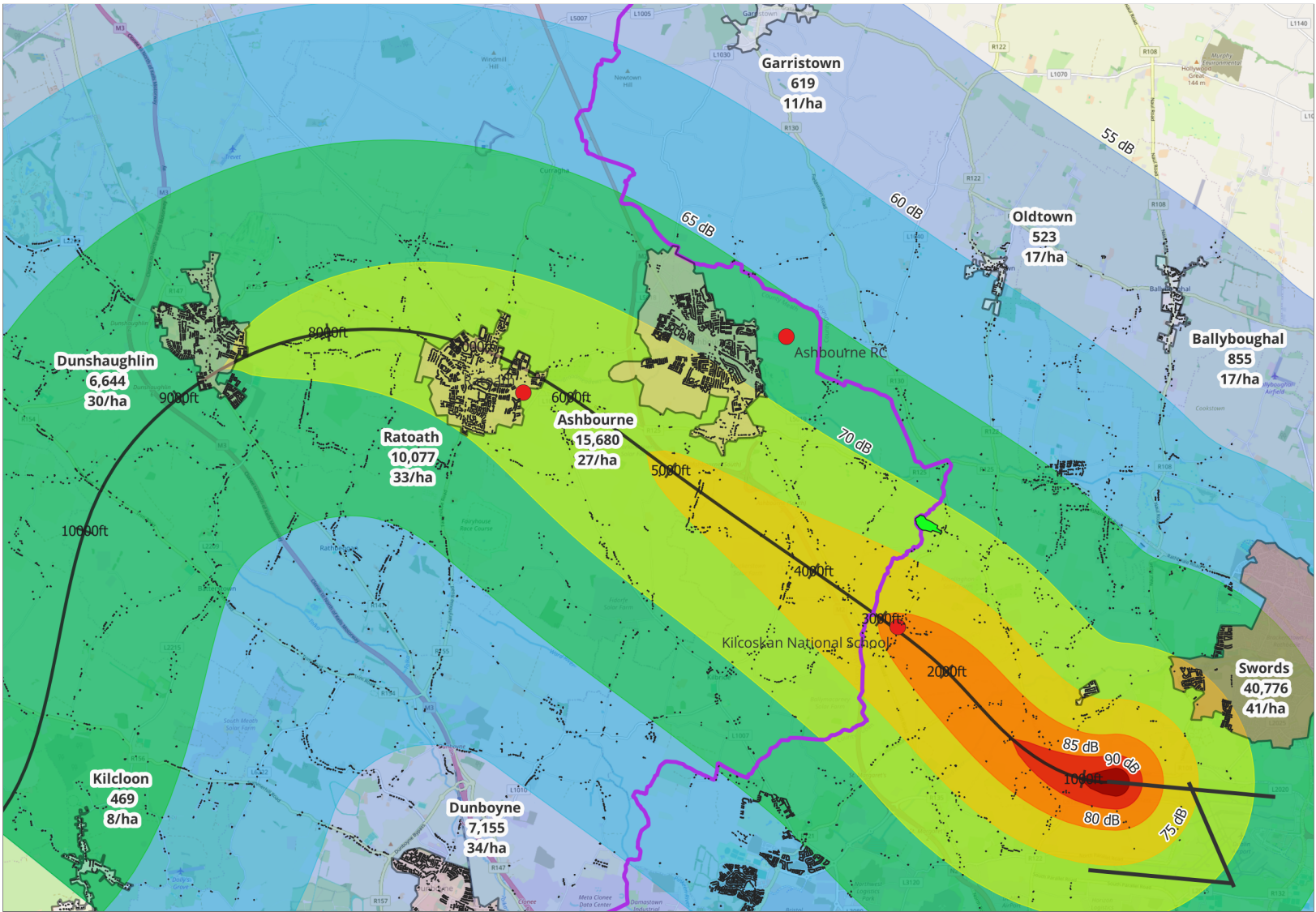
EIS Design (8 NM turn)



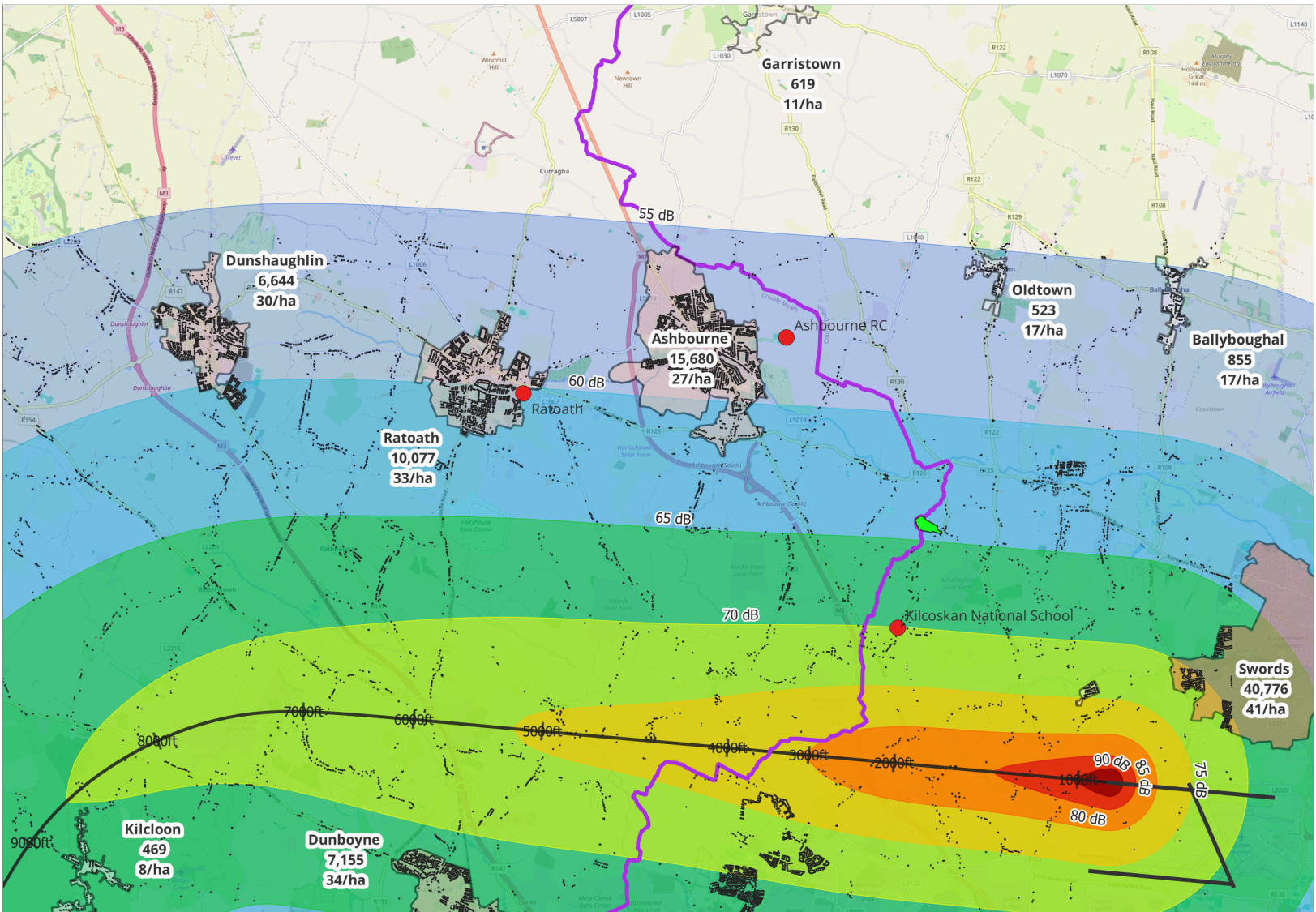
daa Noise Monitoring Terminal at Kilcoskan National School recorded Leq 80 dB from this aircraft. Model prediction: 80.2 dB L_{Amax}. The 80 dB contour (orange) covers the school and surrounding residential areas. On the EIS design route, the noise footprint falls over agricultural land.

L _{Amax} dBA	
90	Extreme
85	Hearing damage risk
80	Conversation impossible outdoors
75	Windows must be closed
70	Clearly intrusive
65	Conversation interrupted
60	Sleep disturbance (WHO)
55	Annoyance threshold (WHO)

Route Flown: RYR8AT Boeing 737 MAX 8, 25 March 2026, 12:16 UTC



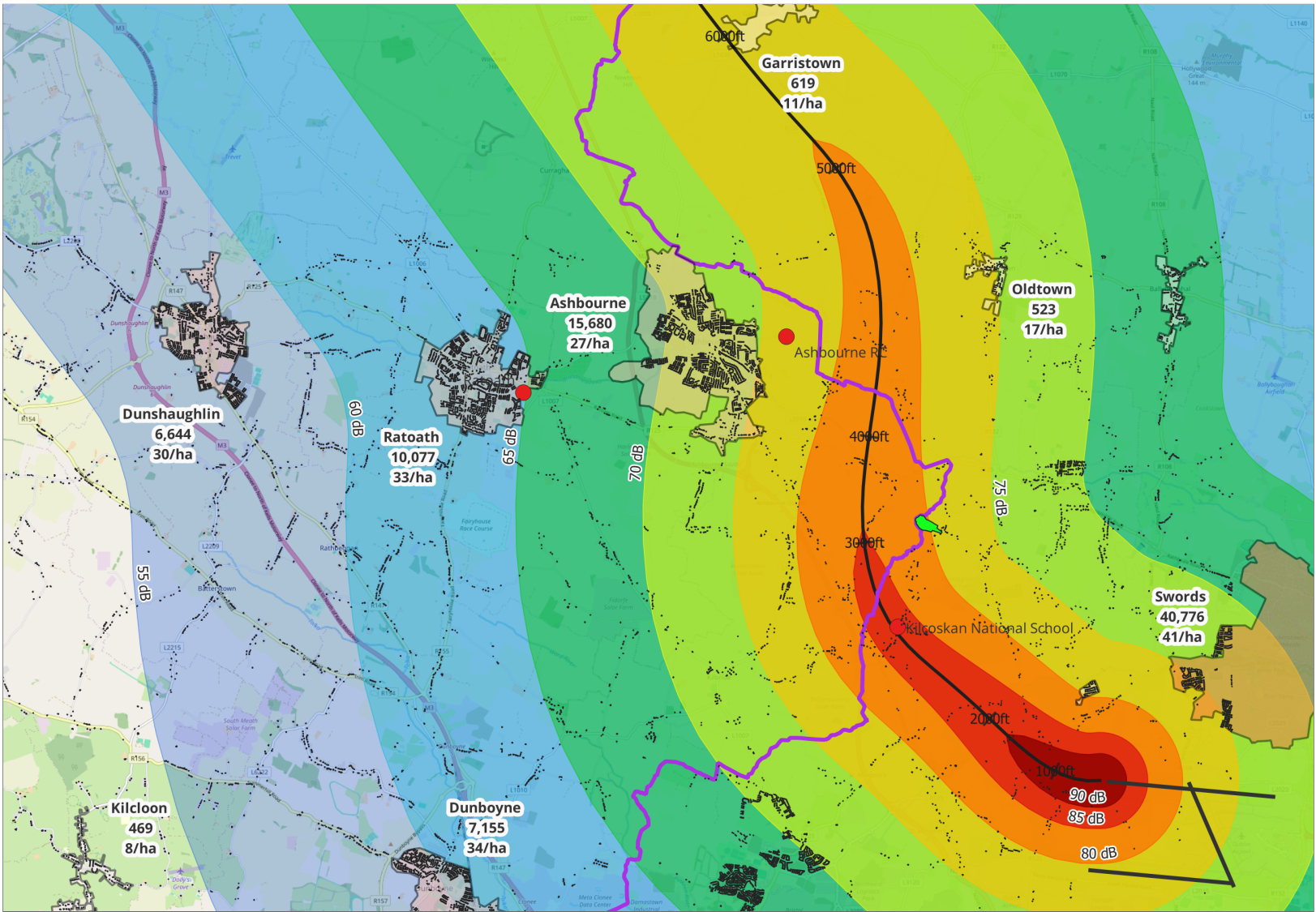
EIS Design (8 NM turn)



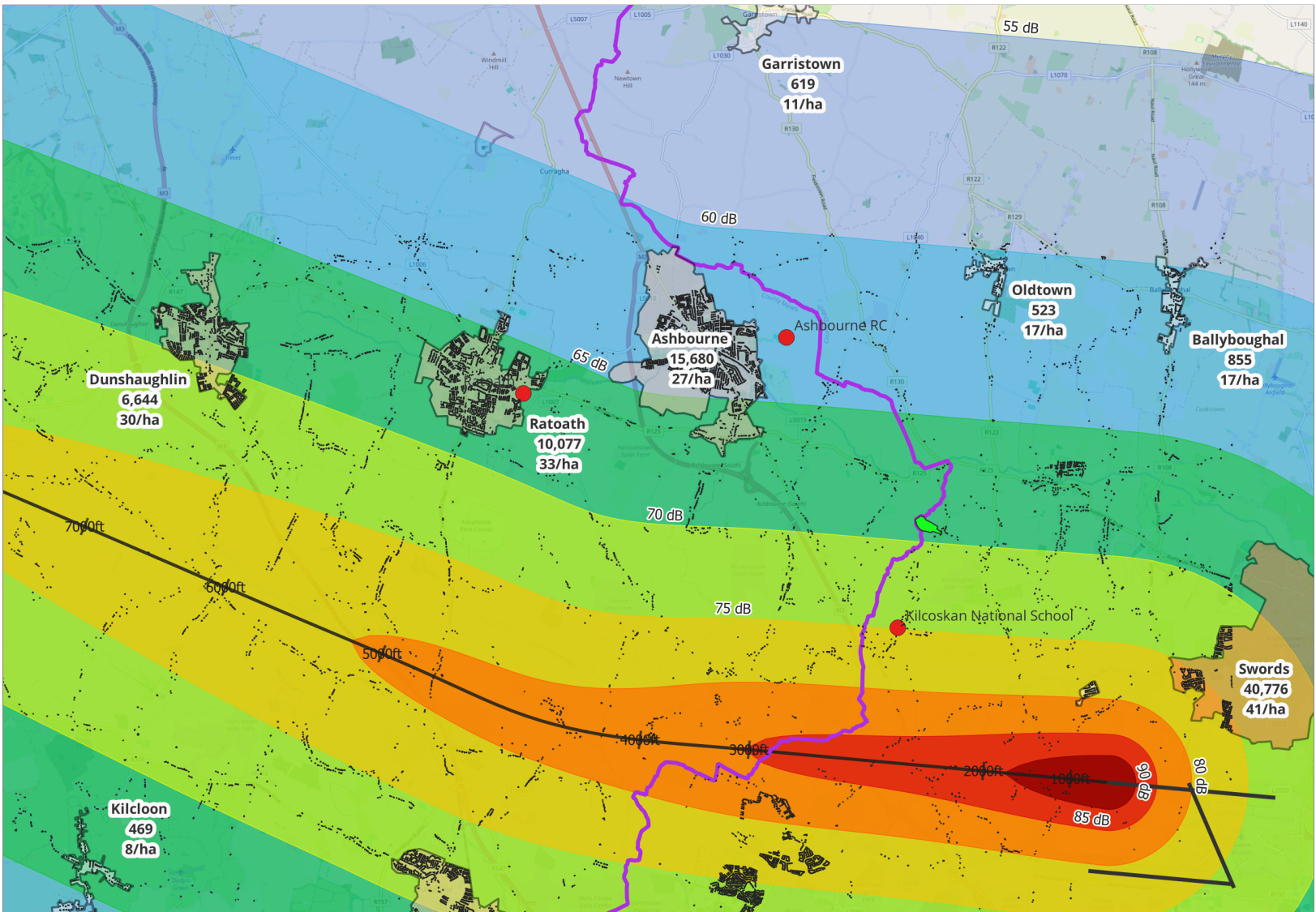
daa NMT at Ashbourne recorded Leq 67 dB. Model prediction: 69.0 dB L_{Amax}. At 4,900 ft over Ashbourne, approximately 9 km from the departure end. On the EIS route the aircraft would be at approximately 7,000 ft, laterally displaced from Ashbourne by more than 5 km.

L _{Amax} dBA	
90	Extreme
85	Hearing damage risk
80	Conversation impossible outdoors
75	Windows must be closed
70	Clearly intrusive
65	Conversation interrupted
60	Sleep disturbance (WHO)
55	Annoyance threshold (WHO)

Route Flown: EIN105 Airbus A330-200 from Düsseldorf, 25 March 2026, 11:41 UTC



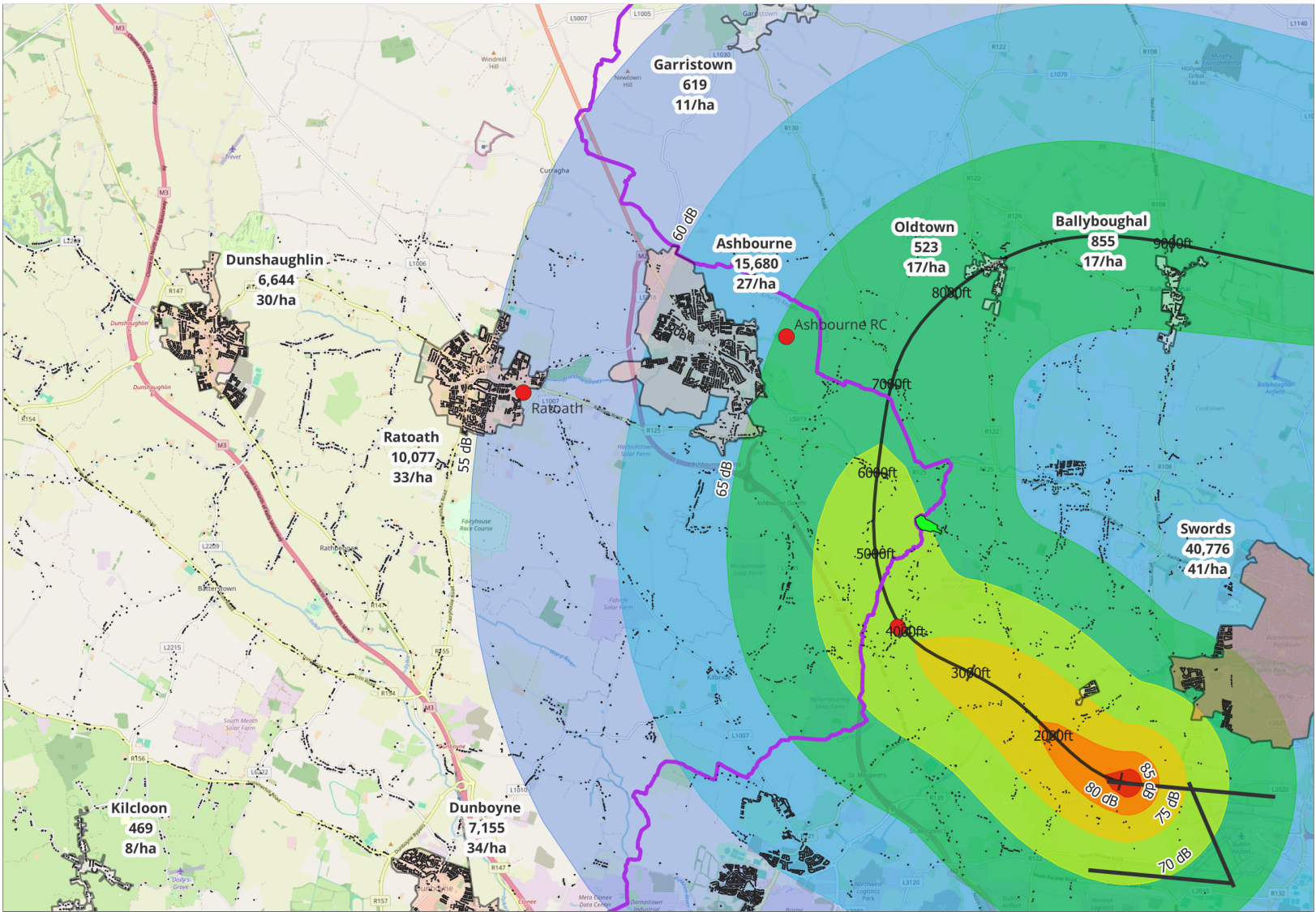
EIS Design (5 NM turn)



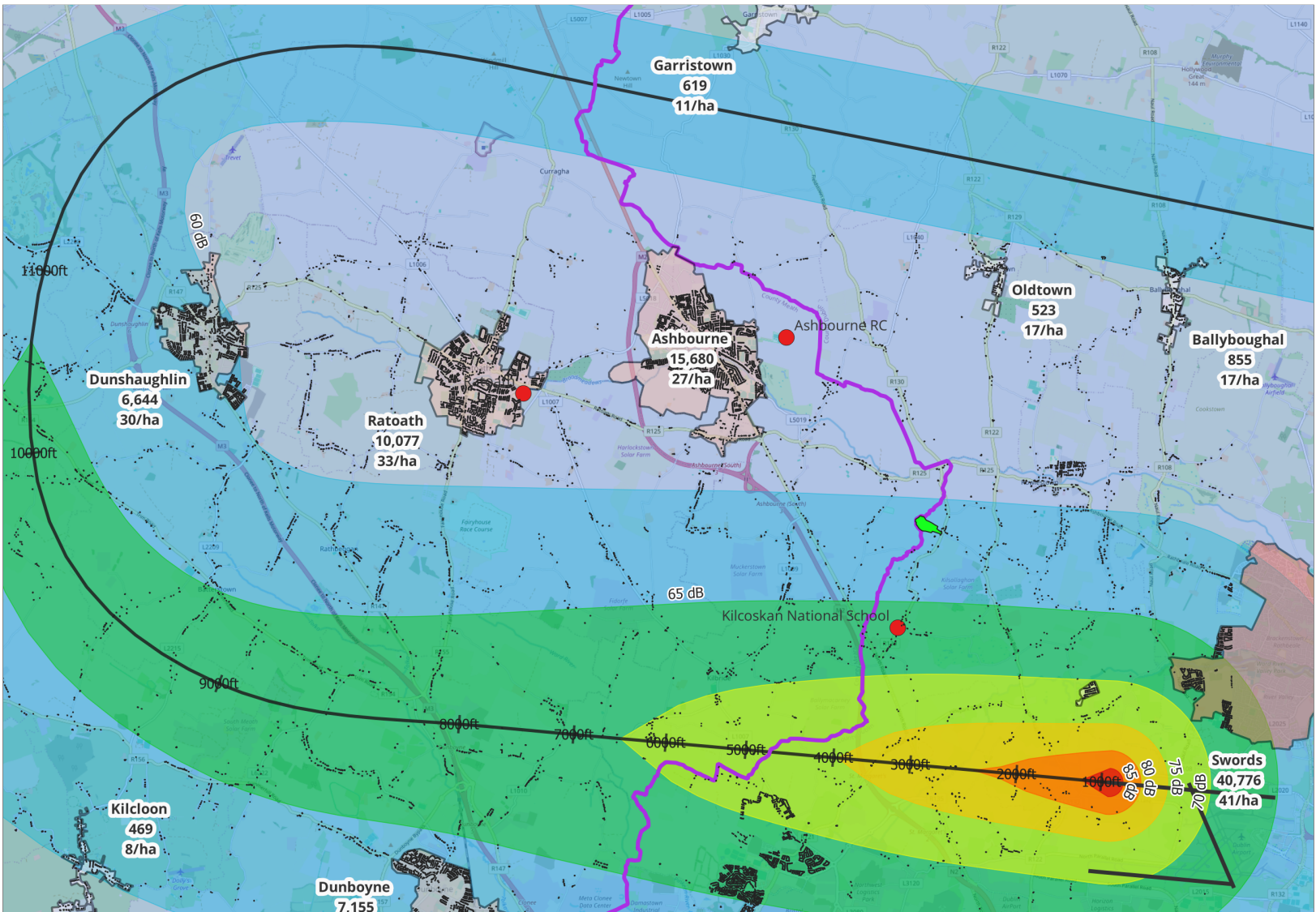
daa NMT at Ashbourne recorded Leq 72 dB. Model prediction: 72.0 dB L_{Amax}. The A330-200 is a widebody aircraft, substantially louder than the 737 family. The 65 dB contour (green) covers a significantly wider corridor, extending over residential areas on both sides of Ashbourne.

L _{Amax} dBA	
90	Extreme
85	Hearing damage risk
80	Conversation impossible outdoors
75	Windows must be closed
70	Clearly intrusive
65	Conversation interrupted
60	Sleep disturbance (WHO)
55	Annoyance threshold (WHO)

Route Flown: BAW831 Airbus A320neo to London Heathrow, 25 March 2026, 14:04 UTC



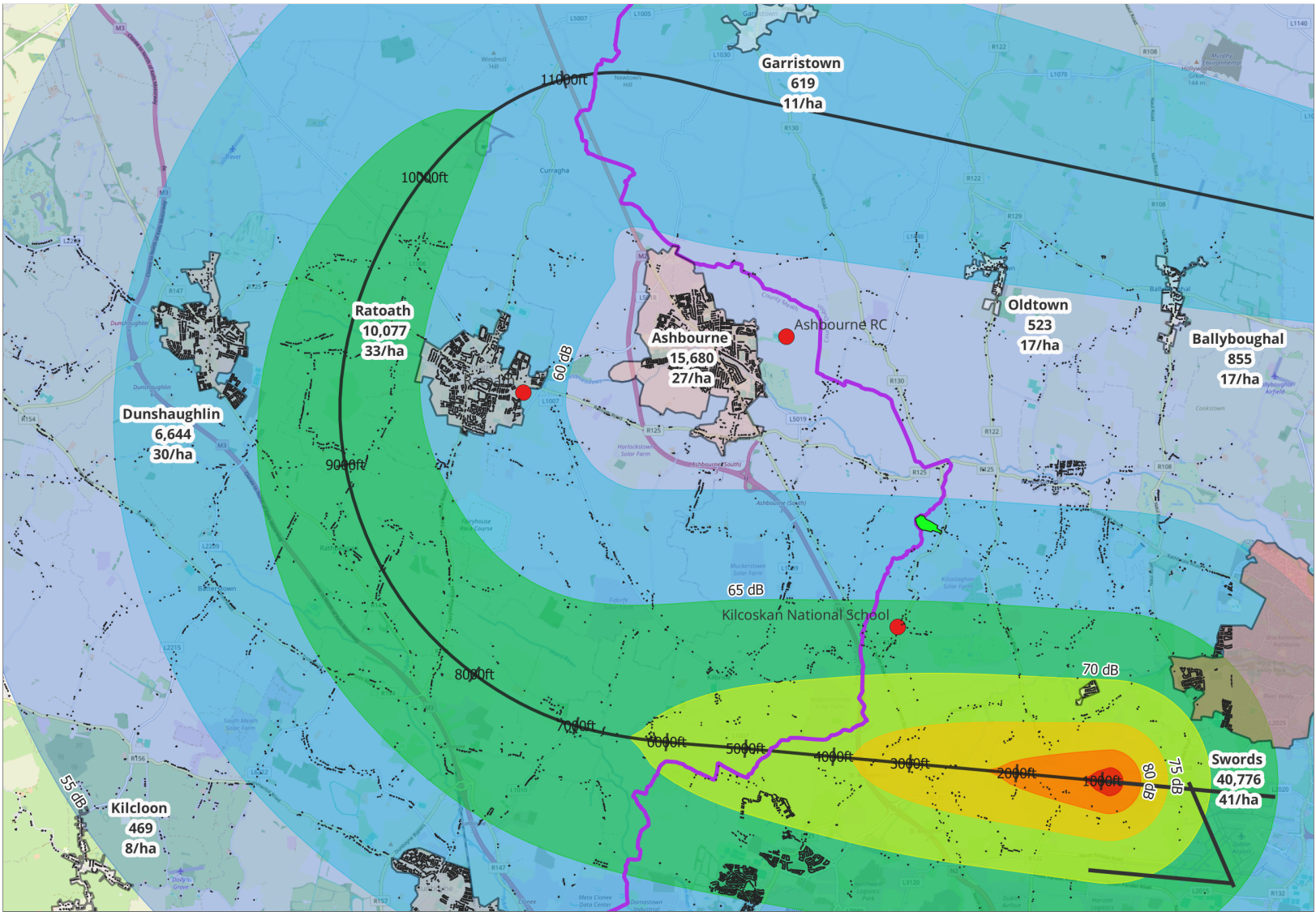
EIS Design (8 NM turn)



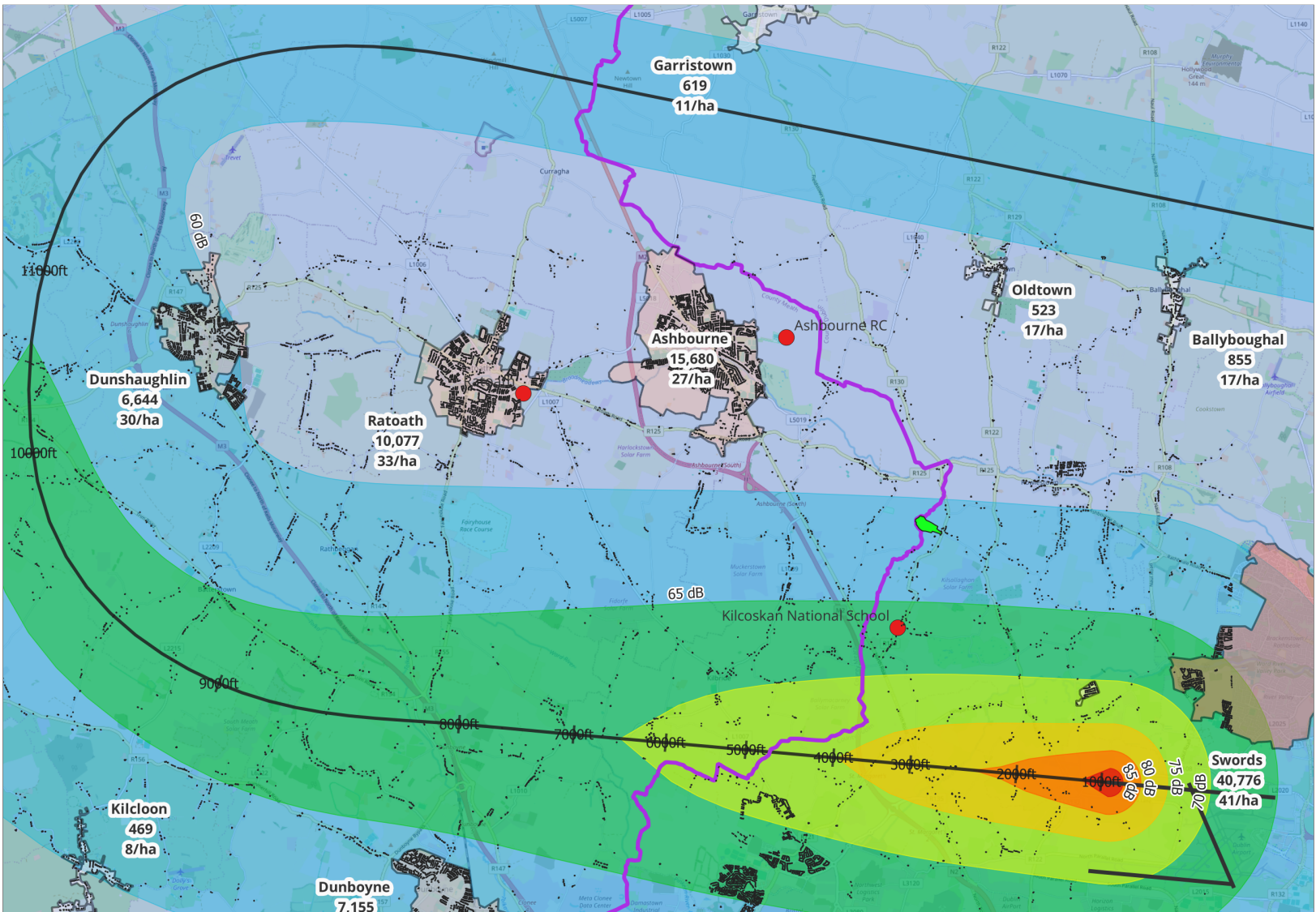
Comparison of the route flown with a competently designed EIS-compliant departure. The 8 NM turn clears populated areas before turning on course.

L _{Amax} dBA	
90	Extreme
85	Hearing damage risk
80	Conversation impossible outdoors
75	Windows must be closed
70	Clearly intrusive
65	Conversation interrupted
60	Sleep disturbance (WHO)
55	Annoyance threshold (WHO)

EIS Route (5 NM turn): BAW831 Airbus A320neo to London Heathrow



EIS Design (8 NM turn)



Both routes comply with the EIS straight-ahead departure. The 5 NM turn is the earliest permitted turn point, not a design target. Turning at 8 NM clears populated areas. Competent route design with genuine consultation would select the 8 NM option. The distinction matters: the EIS permits a range of turn points, and the choice within that range determines whether the noise falls on fields or homes.

L _A max dBA	
90	Extreme
85	Hearing damage risk
80	Conversation impossible outdoors
75	Windows must be closed
70	Clearly intrusive
65	Conversation interrupted
60	Sleep disturbance (WHO)
55	Annoyance threshold (WHO)