

Annex S6-F: daa (Angela Flynn) letter to NRTG, 19 April 2024 — follow-up to meeting of 5 April 2024

Message metadata

- **Date:** Fri, 19 Apr 2024 12:43:43 +0000
- **From:** Angela Flynn Angela.Flynn@daa.ie
- **To:** Eoin Keary eoinkeary@gmail.com, Gareth O'Brien gobrien@yupon.com, Cllr Toole gillian.toole@members.meathcoco.ie, Cllr Killian nick.killian@members.meathcoco.ie
- **Subject:** Follow up on actions from meeting 05 April 2024

Body

Dear All,

Firstly, thank you for meeting with myself and the daa team on Friday, 05 April. We appreciated your time and the feedback you provided us on various topics relating to airport operations and the impact of same.

As promised, I am reverting to you on the three agreed action items arising from the meeting which are as follows:

1. Follow up on the outcome of Mr. O'Brien's meeting with AirNav Ireland and daa in relation to flight paths, which took place October 27, 2023.

Following this meeting and based on the suggestion of Mr. O'Brien and his colleagues, daa requested that AirNav Ireland undertake a review of the procedures that are in place at Rome FUI airport. The findings of this review were shared with daa. The output of the review reaffirms that this is a complex proposal in the context of Dublin Airport airspace and there are a wide range of factors that must be considered. Ultimately, proposals of this nature need to be considered in a structured and coherent manner and not in isolation.

Therefore, in addition to the above, we have now engaged with the relevant agencies to determine how a consultation process could be run in the future, which would provide scope to further explore other suggestions and community proposals in respect to

flightpaths. As part of this, daa, in conjunction with AirNav Ireland, are seeking engagement with other airports who have implemented similar consultation processes. This will enable us to further develop our thinking in this regard.

At our meeting, it was clear the impact that aircraft noise is having on your lives and we are sorry to hear that. We are conscious however, that there are multiple variables that need to be taken into account when seeking to adjust flight paths. This includes how we can adequately investigate varying requests from groups which may run contrary to each other. We are however, taking steps to address these proposals as outlined above.

1. daa to advise where it is stated that AirNav must be used by Dublin Airport for airspace design etc.

The Irish Air Navigation Service, trading as AirNav Ireland, is designated under the Irish Aviation Authority Act, 1993 to provide Air Navigation Services at state airports. This interpretation is consistent with more recent iterations and revisions of the legislation including the Air Navigation and Transport Act 2022 and EU Regulation 139/2014.

AirNav Ireland is the authority Dublin Airport engage with respect to the development of Instrument Flight Procedures. They in turn contract expert, EASA qualified, Instrument Flight Procedure designers as required.

1. daa to check if it can provide Terms of Reference for engagement with AirNav regarding the current Service Level Agreement discussions

The historic Service Level Agreement (SLA) in place between daa and IAA-ANSP is currently being revised to allow for the formal transition of responsibilities to AirNav Ireland and also to develop agreements around the implementation of noise mitigation and abatement procedures amongst other requirements. We are not in a position to share the Terms of Reference for engagement relating to these discussions.

We hope the above sufficiently answers your queries and please do not hesitate to contact me should you have any further questions.

Have a lovely weekend.

Best Regards,

Angela

[cid:image001.jpg@01DA925E.E53A1120] Angela Flynn | COMMUNICATIONS Community Engagement Manager

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