

Annex S7-A. Wave 4 NRTG Parliamentary Question Cluster: Questions and Replies

Compendium of the ten written replies of 30 April 2026 by the Minister for Transport (Mr Darragh O’Brien T.D.) to Parliamentary Questions tabled by Deputy Roderic O’Gorman and Deputy Gillian Toole. Source: oireachtas.ie, captured 4 May 2026.

For each question this annex shows, in order:

1. The published question text as it appears on the Dáil record. Where the published text contains “**(details supplied)**”, that marker is the Oireachtas convention for material supplied to the Minister’s private office at the time of tabling but withheld from the public record. The redaction is performed by the Oireachtas Bills Office; it is not made by the tabling Deputy and not by the Department. The Minister’s private office receives the as-tabled text in full.
2. The as-tabled question text where the published text contains a “(details supplied)” redaction, reproduced verbatim from the NRTG drafts circulated to the relevant Deputy in the days before tabling. Material that does not appear in the published version is shown in ~~striketrough~~ to make the redaction visible to the reader.
3. The Minister’s written reply, verbatim.

The PQ Reference Numbers are the official Dáil internal numbers ([NNNNN/26]). Each links to the published text on oireachtas.ie via the URL pattern <https://www.oireachtas.ie/en/debates/question>

Of the ten Parliamentary Questions in this cluster, three were published on the public Dáil record without any “(details supplied)” redaction: O’Gorman PQs 230 [31621/26] and 231 [31623/26], and Toole PQ 249 [31822/26]. Toole PQ 249 is the only one of the seven Toole-cluster PQs that survived intact on the public record. It is also the one in respect of which the Minister gave a substantively responsive reply, including a referral of the operational sub-parts to AirNav Ireland and daa for direct response within ten working days. The contrast with the six other Toole-cluster PQs, where the question was redacted and the substance largely unaddressed (see Annex S7-C), is informative: when the redactor does not intervene, the question is engaged with on its own terms.

PQ 230 [31621/26]. O’Gorman: Bill EU obligations and conflict of interest

Published Q (Dáil record)

230. Deputy Roderic O’Gorman asked the Minister for Transport whether, before bringing the Dublin Airport (Passenger Capacity) Bill 2026 to Cabinet, his Department conducted any assessment of the Bill’s impact on Ireland’s obligations under the Environmental Noise Directive (2002/49/EC), the EIA Directive (2011/92/EU), Regulation 598/2014 on the Balanced Approach, the EU Effort Sharing Regulation, or the Aarhus Convention; whether independent legal advice has been obtained on whether promoting legislation that permanently removes the only enforceable constraint on airport growth, while simultaneously being responsible for Ireland’s compliance with the environmental directives that growth engages, creates a conflict of interest; and if no such assessments were conducted, the basis on which the Bill was presented to Cabinet as consistent with Ireland’s EU obligations; and if he will make a statement on the matter. [31621/26]

Redaction: none. Published in full as tabled.

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

The passenger cap at Dublin Airport is a planning condition that was put in place by the planning authority in 2007 as a condition to the construction of Terminal 2 and extension works to Terminal 1, to mitigate surface access constraints around the airport at that time. It is not a targeted climate or environmental measure.

The Programme for Government includes a clear commitment to work with stakeholders to achieve the objective of lifting the passenger cap at Dublin airport as soon as possible.

In line with that commitment, on 10 February this year I secured Government approval for the legislative approach to be taken to address the Dublin Airport passenger cap planning condition and to proceed to the formal drafting of a Bill. The proposed legislative approach which was developed having taken account of extensive legal advice, will empower me, as the Minister for Transport, to make an order to amend or revoke the 32 million passenger cap planning condition.

While no assessments were carried out prior to the preparation of the Bill, I have included provisions that require me to engage with An Coimisiún Pleanála (ACP) in advance of making any order to amend or revoke the passenger cap. ACP will have the ability to screen for and if necessary, carry out a full Environmental Impact Assessment, an assessment under the Habitats Directive and an assessment under the Water Framework Directive. Where full assessments are carried out, public consultation will be undertaken as part of those assessments, and I will take the outcome of those assessments into account when making an order. As such, all of Ireland’s obligations under EU law will be met.

Once I have made an order, taking account of any environmental assessments, I will notify Fingal County Council who are designated as the Aircraft Noise Competent Authority (ANCA)

under section 3 of the Aircraft Noise (Dublin Airport) Regulation Act 2019. ANCA must take the making of an Order into account when carrying out their functions under the Act of 2019. This means that ANCA may carry out a noise assessment in relation to the making of an Order where it is of the view that such an Order may result in a noise problem.

PQ 231 [31623/26]. O’Gorman: Bill Head 12 Climate Action Act exemption

Published Q (Dáil record)

231. Deputy Roderic O’Gorman asked the Minister for Transport whether he considers it consistent with his responsibilities that the Dublin Airport (Passenger Capacity) Bill 2026, at Head 12, exempts itself from section 15 of the Climate Action and Low Carbon Development Act 2015, which requires public bodies to take account of national climate objectives; whether this is the first piece of legislation brought forward by his Department that has included such an exemption; whether Cabinet was informed that the Bill would disapply the Act; the way this exemption is consistent with his Department’s Statement of Strategy 2025-2028 which identifies sustainability as a strategic goal; the signal this sends to other sectors about the Government’s commitment to the statutory emissions ceilings his Department is responsible for enforcing; and if he will make a statement on the matter. [31623/26]

Redaction: none. Published as tabled.

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

The passenger cap at Dublin Airport is a planning condition that was put in place by the planning authority in 2007 as a condition to the construction of Terminal 2 and extension works to Terminal 1, to mitigate surface access constraints around the airport at that time. It is not a targeted climate or environmental measure.

The Programme for Government includes a clear commitment to work with stakeholders to achieve the objective of lifting the passenger cap at Dublin airport as soon as possible.

In line with that commitment, on 10 February this year I secured Government approval for the legislative approach to be taken to address the Dublin Airport passenger cap planning condition and to proceed to the formal drafting of a Bill. The General Scheme that was presented to cabinet included Head 12.

I have received a significant amount of legal advice in relation to using a legislative solution to address the passenger cap. This advice has been provided through the office of the Attorney General and included advice in relation to an exemption from the Climate Action and Low Carbon Development Act 2015. The General Scheme published for pre-legislative scrutiny was developed having regard to all of that legal advice.

While the passenger cap at Dublin Airport is not a targeted climate measure and international aviation emissions are outside the scope of Climate Action Plan targets, I am committed to balancing the clear benefits of the aviation sector to the country with sustainability actions in line with my Department's Statement of Strategy. This includes the commitment to enhance international connectivity to maintain our global economic competitiveness, while striving to ensure that our transport system is integrated, resilient and decarbonised in a manner that is just, as well as economically and socially sustainable.

As part of that commitment, in August 2025 I published Ireland's first Sustainable Aviation Fuels (SAF) Policy Roadmap, which recognises the important contribution that SAFs can make toward decarbonising the aviation industry, and aims to provide the building blocks for the deployment of SAF in Ireland.

Other actions being taken are aligned with the global approach to decarbonisation of the aviation industry, which is based on the International Civil Aviation Organisation's 'basket of measures', and includes airlines continuing to adopt newer and more efficient aircraft, mandated increased use SAFs at EU level under the EU ReFuel Aviation Regulation, the EU emissions trading scheme and the CORSIA Scheme at international level.

All of these measures are designed to ensure aviation meets the challenge of decarbonisation.

PQ 232 [31625/26]. O’Gorman: R116 IRLD2021029 expertise review and Bill conflict

Published Q (Dáil record)

232. Deputy Roderic O’Gorman asked the Minister for Transport whether the periodic review of in-house aviation expertise recommended by the Air Accident Investigation Unit in Safety Recommendation IRLD2021029 of the Rescue 116 Final Report (Report No. 2021-008, published 5 November 2021) has ever been conducted; **(details supplied)**; whether he considers it appropriate that his Department is promoting the Dublin Airport (Passenger Capacity) Bill 2026, which concerns complex interactions between aviation regulation, EU environmental law, and slot coordination, while his Department has confirmed through two successive FOI responses (TRA-FOI-2025-0121 and TRA-FOI-2026-0086) that it holds no records of aviation qualifications among its staff and has never conducted the periodic expertise review it accepted four and a half years ago; and if he will make a statement on the matter. [31625/26]

Redaction: “(details supplied)” replaces two evidentiary “noting” clauses placed before the appropriateness sub-question.

As-tabled text (NRTG draft)

To ask the Minister for Transport whether the periodic review of in-house aviation expertise recommended by the Air Accident Investigation Unit in Safety Recommendation IRLD2021029 of the Rescue 116 Final Report (Report No. 2021-008, published 5 November 2021) has ever been conducted; ~~noting that the Minister told the Dáil on 17 November 2021 that he “fully accepts the three recommendations directed at his office; noting that FOI request TRA-FOI-2026-0086, decided on 9 April 2026, confirmed under section 15(1)(a) that no records exist of any periodic review having been conducted, no terms of reference, findings, or actions taken, and no decision by the Minister or Secretary General on how such reviews should be carried out; and whether the Minister considers it appropriate that the Department is promoting the Dublin Airport (Passenger Capacity) Bill 2026, which concerns complex interactions between aviation regulation, EU environmental law, and slot coordination, while the Department has confirmed through two successive FOI responses (TRA-FOI-2025-0121 and TRA-FOI-2026-0086) that it holds no records of aviation qualifications among its staff and has never conducted the periodic expertise review it accepted four and a half years ago.~~

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

The safety recommendation IRLD2021029 referred to by the Deputy specifically relates to the periodical review the availability of in-house expertise, to ensure that the Department retains the necessary technical capabilities to intelligently oversee and review all activities associated with Search and Rescue aviation operations. It is a separate and distinct matter from the progression of legislation to implement Government policy.

The Programme for Government includes a clear commitment to work with stakeholders to achieve the objective of lifting the passenger cap at Dublin airport as soon as possible. In line with that commitment, on 10 February this year I secured Government approval for the legislative approach to be taken to address the Dublin Airport passenger cap planning condition and to proceed to the formal drafting of a Bill. I have received a significant amount of legal advice in relation to using a legislative solution to address the passenger cap. The General Scheme published for pre-legislative scrutiny was developed having regard to that legal advice and my officials worked in conjunction with office of the Attorney General and with colleagues in the Department of Housing, Local Government and Heritage to develop Heads of Bill.

As the Deputy is aware, pre-legislative scrutiny of the Bill is underway by the Oireachtas Joint Committee on Transport. As part of that process, the Committee invited submissions from members of the public, aviation stakeholders and other interested parties. Several stakeholders including the daa, industry regulators, airlines and residents’ groups appeared before the Committee as part of this process. I expect the Committee’s report to be finalised next week, and I will take the recommendations of the report into account in finalising the Bill.

The Deputy may also wish to note that the safety recommendation that makes reference to ensuring that my Department has sufficient specialist aviation expertise to enable it to discharge effective oversight of the full range of IAA activities is IRLD2021031. On foot of this recommendation in the Air Accident Investigation Unit’s (AAIU) final report into the Rescue 116 accident, the previous Minister for Transport commissioned an independent review of aviation expertise utilised by EU ministries with responsibility for civil aviation. The oversight of aviation

safety regulation in other jurisdictions was carried out by aviation consultants AQE (Aerospace Qualified Entity). The review concluded that the Department has resources and expertise that are comparable to those Ministries in other European states with an independent aviation safety regulator. The Department's arrangements for the oversight of the IAA were found to be comprehensive, robust, covering the full range of aspects of the work of the IAA.

The Department also conducted an in-house review of the oversight of safety regulation in other sectors in Ireland. The review found that the Department of Transport has comparable personnel, expertise and resources allocated to the oversight of the IAA to that of other government departments overseeing an independent safety regulator. Similar to the other departments, the Department of Transport relies on its independent regulator for technical expertise and advice when appropriate.

When an external view is required, my Department contracts aviation expertise and draws on advice. There are significant advantages to the approach of externally contracting specialist aviation expertise as necessary. It gives access to a greater range, depth and quantum of expertise compared to a standing appointment of a single expert on contract or otherwise.

In addition, periodic review of the Irish Aviation Authority (IAA) by the Department is provided for in the Irish Aviation Authority Act 1993. Section 32 of the 1993 Act requires me to appoint an independent person or body to carry out an examination of the performance by the IAA of its functions in so far as they relate to the application and enforcement of technical and safety standards in relation to aviation safety. The section 32 examination is undertaken periodically, is independent from ICAO and EASA audits, and the audit is undertaken by contracted industry experts. A Section 32 examination is currently underway.

PQ 246 [31817/26]. Toole: Expertise cascade

Published Q (Dáil record)

246. Deputy Gillian Toole asked the Minister for Transport whether his Department has had any communication with affected residents or their representatives since August 2022 regarding referred complaints concerning the Runway 28R Standard Instrument Departure to Fingal County Council; whether he is aware that Fingal County Council has stated, including in the course of correspondence with the Office of the Ombudsman, that it lacks technical expertise in flight path matters; whether he is aware that the Aircraft Noise Competent Authority has confirmed it monitors for noise compliance only and does not monitor planning compliance with the 2007 Environmental Impact Statement; whether he is aware that Freedom of Information decision TRA-FOI-2026-0086 of 9 April 2026 confirmed under section 15(1)(a) that the Department holds no records of any aviation qualifications among its staff, has conducted no periodic expertise review of the kind recommended by Safety Recommendation IRLD2021029 of the 2021 Air Accident Investigation Unit Report on Rescue 116, and holds no terms of reference, findings, or actions taken in respect of such a review; whether he is aware that his Department's Assistant

Secretary for Aviation confirmed to the Joint Committee on Transport on 4 March 2026 that “daa are the owners of the data” **(details supplied)**; and if he will make a statement on the matter. [31817/26]

Redaction: “(details supplied)” replaces the second sentence of the quoted statement made by the Department’s Assistant Secretary for Aviation on 4 March 2026.

As-tabled text (NRTG draft)

To ask the Minister for Transport to confirm (a) whether the Department has in any communication with affected residents or their representatives since August 2022 referred complaints concerning the Runway 28R Standard Instrument Departure to Fingal County Council; (b) whether the Minister is aware that Fingal County Council has stated, including in the course of correspondence with the Office of the Ombudsman, that it lacks technical expertise in flight path matters; (c) whether the Minister is aware that the Aircraft Noise Competent Authority has confirmed it monitors for noise compliance only and does not monitor planning compliance with the 2007 Environmental Impact Statement; (d) whether the Minister is aware that Freedom of Information decision TRA-FOI-2026-0086 of 9 April 2026 confirmed under section 15(1)(a) that the Department holds no records of any aviation qualifications among its staff, has conducted no periodic expertise review of the kind recommended by Safety Recommendation IRLD2021029 of the 2021 Air Accident Investigation Unit Report on Rescue 116, and holds no terms of reference, findings, or actions taken in respect of such a review; (e) whether the Minister is aware that his Department’s Assistant Secretary for Aviation confirmed to the Joint Committee on Transport on 4 March 2026 that “daa are the owners of the data. ~~The Minister doesn’t hold data himself or the Department doesn’t hold data~~”; (f) ~~whether the Minister considers the cascade at (a) to (e) above, read together, consistent with Ireland’s obligations under Directive 2002/49/EC and Regulation 598/2014 to ensure effective oversight of airport noise; and (g) if so, on what basis.~~

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

I can confirm that my Department has not in any communication with affected residents or their representatives since August 2022 referred complaints concerning the Runway 28R Standard Instrument Departure to Fingal County Council (FCC).

Regarding whether I am aware that FCC “has stated, including in the course of correspondence with the Office of the Ombudsman, that it lacks technical expertise in flight path matters”, I want to clarify that FCC does not set flight paths.

As a contracting state to the International Civil Aviation Organization (ICAO) and a member state of the European Union, Ireland complies with ICAO standards and EU legislation regarding civil aviation. Under EU legislation, the operator of an airport is responsible for the design and maintenance of Instrument Flight Procedures (IFPs) which set flight paths into and out of an airport. The Irish Aviation Authority (IAA), as the civil aviation safety regulator in Ireland, has responsibility for ensuring that IFPs adhere to safety standards set out in national, EU and international regulations.

I can further confirm that I am aware that “the Aircraft Noise Competent Authority (ANCA)” has confirmed it monitors for noise compliance only and does not monitor planning compliance with

the 2007 Environmental Impact Statement” and I can confirm that this is in line with the statutory functions of the competent authority.

Regarding the points raised in relation to the aviation qualifications of the staff in my Department, I would like to clarify a number of points. As the Deputy may be aware, the IAA oversee both Air Nav Ireland and daa in relation to aviation safety and technical standards. The IAA are themselves subject to oversight from both ICAO and the European Union Aviation Safety Authority (EASA) and is subject to audits and inspections from those bodies. The Department engages in a structured manner with IAA on aviation safety risks and trends, as well as on international oversight of IAA and upcoming regulatory developments. The Department of Transport oversees all the agencies under its aegis in policy and legislative matters.

The Deputy may also wish to note that the safety recommendation that makes reference to ensuring that my Department has sufficient specialist aviation expertise to enable it to discharge effective oversight of the full range of IAA activities is safety recommendation no. 31.

On foot of this recommendation in the Air Accident Investigation Unit’s (AAIU) final report into the Rescue 116 accident, the previous Minister for Transport commissioned an independent review of aviation expertise utilised by EU ministries with responsibility for civil aviation. The review of oversight of aviation safety regulation in other jurisdictions was carried out by aviation consultants AQE (Aerospace Qualified Entity).

The review concluded that the Department has resources and expertise that are comparable to those Ministries in other European states with an independent aviation safety regulator. The Department’s arrangements for the oversight of the IAA were found to be comprehensive, robust, covering the full range of aspects of the work of the IAA.

The Department also conducted an in-house review of the oversight of safety regulation in other sectors in Ireland. The review found that the Department of Transport has comparable personnel, expertise and resources allocated to the oversight of the IAA to that of other government departments overseeing an independent safety regulator. Similar to the other departments, the Department of Transport relies on its independent regulator for technical expertise and advice when appropriate.

When an external view is required, my Department contracts aviation expertise and draws on advice. There are significant advantages to the approach of externally contracting specialist aviation expertise as necessary. It gives access to a greater range, depth and quantum of expertise compared to a standing appointment of a single expert on contract or otherwise.

In addition, periodic review of the IAA is provided for in the Irish Aviation Authority Act 1993. Section 32 of the 1993 Act requires me to appoint an independent person or body to carry out an examination of the performance by the IAA of its functions in so far as they relate to the application and enforcement of technical and safety standards in relation to aviation safety. The section 32 examination is undertaken periodically, is independent from ICAO and EASA audits, and the audit is undertaken by contracted industry experts. A Section 32 examination is currently underway.

I can confirm that I am aware of the statements made to the Joint Committee on Transport on 4 March 2026 regarding the fact that noise data is captured by the daa and is not held by my Department.

Finally, as the Deputy will be aware, EU Regulation (598/2014) concerning Noise Related Operating Restrictions at EU Airports entered into effect on 13 June 2016. The aim of the Regulation is to contribute to the sustainable development of the European aviation sector. It applies to airports with annual aircraft movements exceeding 50,000. Based on traffic levels in Ireland, it only applies to Dublin Airport.

The Aircraft Noise (Dublin Airport) Regulation Act 2019 gave effect to EU Regulation 598/2014 in Ireland by making additional provision for the regulation of aircraft noise at Dublin Airport, thereby providing for effective oversight of airport noise.

PQ 247 [31818/26]. Toole: ANCA independence

Published Q (Dáil record)

247. Deputy Gillian Toole asked the Minister for Transport if he will review matters raised **(details supplied)** regarding flight routes; and if he will make a statement on the matter. [31818/26]

Redaction: nearly the entire substance of the question is redacted. The published version reduces an eight-part question on ANCA independence under Article 3(2) and Recital 12 of Regulation (EU) 598/2014 to “matters raised (details supplied) regarding flight routes”.

As-tabled text (NRTG draft)

The full as-tabled question is reproduced below in strikethrough, since none of the substantive content reached the public Dáil record. The published version reduces the question to “if he will review matters raised (details supplied) regarding flight routes; and if he will make a statement on the matter.”

~~To ask the Minister for Transport whether he is aware (a) that Recital 12 of Regulation (EU) 598/2014 provides that the competent authority “should be independent of any organisation involved in the airport’s operation, air transport or air navigation service provision, or representing the interests thereof and of the residents living in the vicinity of the airport, and Article 3(2) requires such independence, achievable through functional separation; (b) that sections 3(2), 3(3) and 3(4) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 provide that the functions of the competent authority are performed by the Chief Executive of Fingal County Council, are to be treated as an executive function of that Council within the meaning of section 149 of the Local Government Act 2001, and with the statutory declaration of independence in section 3(4) applying only to “the Chief Executive in his capacity as the person performing those functions, such that the Aircraft Noise Competent Authority has no separate legal personality from Fingal County Council (as restated at §79 of the Court of Appeal’s decision in [2025] IECA 128, FoIE and SMTW v Minister); (c) that ANCA is funded by a levy paid by daa plc under section 5 of the Aircraft Noise (Dublin Airport) Regulation Act 2019, daa being the airport operator whose noise performance ANCA is required to regulate, and that section 5(8) of the same Act requires ANCA to ensure its costs “are kept to a minimum and are not excessive”; (d) whether the Minister considers that daa plc’s commercial rates liability to Fingal County Council, as operator of~~

~~Dublin Airport within the Fingal functional area, creates a parallel financial interest of the host local authority in the continued commercial activity of the regulated entity; (e) that ANCA's statutory powers to collect environmental information under sections 9(10) and 19 of the 2019 Act operate by directing daa to carry out assessments and supply data, with ANCA holding no independent monitoring infrastructure; (f) that ANCA has taken zero enforcement actions under Part 4 of the 2019 Act in over five years of operation, issued zero enforcement notices under section 23, and made zero High Court applications under section 23(6), notwithstanding its own published finding of a 343% increase in population exposed to 55 dB Lnight since the 2019 baseline; (g) that the Director of ANCA attends meetings of the Fingal County Council Executive Management Team as an equal-level Director of Services, as confirmed by the record released under Fingal FOI decision FOI/2026/071 of 20 April 2026; (h) that the Chief Executive of Fingal County Council holds quarterly meetings with the Director of ANCA at which ANCA's public correspondence, Freedom of Information handling, finance, procurement of external public relations and auditing services, planning applications, Noise Action Plan, and daa Section 19 compliance reporting are reviewed, as confirmed by the record released under Fingal FOI decision FOI/2026/072 of 20 April 2026; and whether the Minister considers the features at (b) to (h), taken together, consistent with the independence required by Article 3(2) of Regulation (EU) 598/2014 as elaborated by Recital 12; and if so, on what basis.~~

Minister's reply (Mr Darragh O'Brien T.D., written, 30 April 2026)

Regarding the independence of the Aircraft Noise Competent Authority, as the Deputy will be aware, the designation of Fingal County Council (FCC) as the Competent Authority was subject to extensive debate in the Dáil and Seanad, and during the pre-legislative scrutiny of the Aircraft Noise (Dublin Airport) Regulation Act 2019 (the 2019 Act).

Furthermore, my department also sought legal advice on the matter at the time to ensure the selection of FCC met with the independence criterion of EU Regulation 598/2014.

The 2019 Act gave effect to EU Regulation 598/2014 in Ireland. Under Section 3 of the 2019 Act, FCC is designated as the sole competent authority for the purposes of EU Regulation 598/2014 under Section 3 (1) of the 2019 Act.

As per the 2019 Act, the competent authority functions are vested in the Chief Executive of FCC or a suitable delegate.

Following enactment of the 2019 Act, the FCC Chief Executive subsequently created a new division called the Aircraft Noise Competent Authority within its executive branch. ANCA is headed at a senior level by a Director of Service, who is supported by a core executive team and specialist service providers.

The independence of ANCA is secured in Section 3 of the 2019 Act, which makes it clear that in performing the functions of the competent authority, the Chief Executive and any employee are carrying out an executive function and shall not be subject to the direction of any other person (including the elected members of FCC). The 2019 Act provides that there is independence in decision making (Section 3), in funding (Section 5) and that this is supported by specific provisions ensuring transparency throughout the process (Section 9).

In relation to the levy, local authorities have a wide range of statutory based regulatory and en-

enforcement functions. These relate to both their environment and planning roles and sit alongside their rate collection and property tax setting functions.

It is not reasonable to assert that the exercise of regulatory roles by local authorities might be in some way compromised by their sources of funding, and it is not unusual for regulatory bodies to be funded by the regulated entity in the form of a levy or charge on that entity.

Regarding the collection of environmental information under sections 9(10) and 19 of the 2019, the daa is responsible for implementing and maintaining noise measuring systems in the communities around Dublin airport. It is required to monitor aircraft noise around the airport and in communities in line with its responsibilities under the Act 2019 and as required by ANCA.

I understand that Dublin Airport currently has 25 fixed noise monitors located at various sites, generally under or near flight paths, throughout counties Dublin, Meath, and Wicklow, with an additional seven mobile monitors that can be rotated through comm[unities].

As the Deputy will be aware, ANCA monitors the aircraft noise climate around Dublin Airport and publishes noise contours that show the geographical impact of aircraft noise on the communities around the airport.

The contours represent aircraft noise that is averaged over a full year for different periods of the day in a standardised European format. The noise level of individual aircraft events is also available on a public web portal from the extensive network of daa noise monitors around the airport.

Every year, ANCA carries out an assessment of the effectiveness of the noise management measures at the airport and publishes a report on the findings on its website. This is in addition to publishing annual reports by the airport authority on the compliance by airport users with the noise management measures.

If through regular review, or an assessment of the potential impact of development at the airport indicate that new or amended measures are required to manage aircraft noise at the airport, ANCA will facilitate a period of public consultation on draft proposals to address any noise problem or potential noise problem.

Regarding points raised in relation to records released under Fingal FOI decisions FOI/2026/071 and FOI/2026/072, I understand that they are factually correct.

In relation to ANCA enforcement actions, the 2019 Act provided for consequential amendments to the Planning and Development Act 2000 to allow for planning permission for development at the airport to be processed in the same way as most planning applications – i.e. any application will be made to FCC in the first instance, with a provision for appeal to An Coimisiún Pleanála against its decision. This arrangement facilitates the involvement of ANCA in the processing of a planning application that has a noise dimension.

In relation to point (h), as I have set out previously, the independence of ANCA is established in the 2019 Act.

PQ 248 [31820/26]. Toole: Orphan-remedy / cross-body jurisdictional gap

Published Q (Dáil record)

248. Deputy Gillian Toole asked the Minister for Transport the body that in his view, bears responsibility for ensuring that the departure routes from Dublin Airport's Runway 28R comply with the 2007 Environmental Impact Statement on which planning permission was granted under An Bord Pleanála reference PL06F.217429 (**details supplied**); and if he will make a statement on the matter. [31820/26]

Redaction: "(details supplied)" replaces the entire ten-point fact base ((a) Fingal lacks expertise; (b) ANCA monitors noise only; (c) AirNav says it is a daa matter; (d) IAA approves on safety only; (e) ACP has not made a determination on the flight-path deviation; (f) EPA has no statutory function in aviation noise; (g) Ombudsman closure decision OMB-158504-Q7T9Q4; (h) Meath CC declines jurisdiction; (i) Department declines independent expertise; (j) JCOT 4 March 2026 exchange) and the consistency-with-obligations sub-ask under Article 9(4) of the Aarhus Convention and Article 11 of Directive 2011/92/EU.

As-tabled text (NRTG draft)

To ask the Minister for Transport to identify the body which, in the Minister's view, bears responsibility for ensuring that the departure routes from Dublin Airport's Runway 28R comply with the 2007 Environmental Impact Statement on which planning permission was granted under An Bord Pleanála reference PL06F.217429, ~~given that (a) Fingal County Council has stated it lacks technical expertise in flight path matters; (b) the Aircraft Noise Competent Authority confirms it monitors for noise compliance only and does not monitor planning compliance; (c) AirNav Ireland has stated the planning permission requirement is a matter for daa; (d) the Irish Aviation Authority has confirmed it approves flight procedures on safety grounds only; (e) An Coimisiún Pleanála has not made a determination on the flight path deviation; (f) the Environmental Protection Agency has no statutory function in aviation noise; (g) the Office of the Ombudsman, in decision OMB-158504-Q7T9Q4 of 19 March 2026, closed complaints on the matter by reference to High Court application under section 160 of the Planning and Development Act 2000; (h) Meath County Council has indicated no jurisdiction on the basis that the runway is within Fingal; (i) the Department of Transport has declined to engage independent expertise to review decisions made by daa and AirNav Ireland; and (j) at the Joint Committee on Transport on 4 March 2026, in response to a Committee member's question on which body monitors flight-path compliance with the planning permission, the Department described the roles of ANCA (noise compliance), AirNav Ireland (design on behalf of daa), and the Irish Aviation Authority (safety approval) without identifying any body as monitoring planning compliance; whether the Minister has engaged with the Office of the Ombudsman or any other body in respect of the jurisdictional gap at (a) to (j) above; and whether he considers the consequential position, namely that the only remaining remedy available to affected residents is a private High Court application under section 160 at an estimated cost in the region of €10,000 per day of hearing, consistent with Ireland's obligations under Article 9(4) of the Aarhus Convention (that procedures be "fair,~~

equitable, timely and not prohibitively expensive”) and Article 11 of Directive 2011/92/EU.

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

As the Deputy be aware, a robust regulatory framework is required to support the aviation sector and to ensure the highest professional standards, for a safe and secure aviation environment. As such, the Irish aviation sector is highly regulated, with a number of different regulators each of which has distinct, specific roles and regulatory powers to enable them to carry out their separate, statutory roles in an independent manner.

As a contracting state to the International Civil Aviation Organization (ICAO) and a member state of the European Union, Ireland complies with ICAO standards and EU legislation regarding civil aviation. Under EU legislation, the operator of an airport is responsible for the design and maintenance of Instrument Flight Procedures (IFPs) which set flight paths into and out of an airport. The Irish Aviation Authority (IAA), as the civil aviation safety regulator in Ireland, has responsibility for ensuring that IFPs adhere to safety standards set out in national, EU and international regulations.

Flight paths are also monitored for compliance with noise requirements by the Aircraft Noise Competent Authority (ANCA), which is designated as the competent authority in Ireland for EU Regulation 598/2014.

Separately, monitoring compliance with planning permission conditions is matter for the relevant Council that granted those permissions, and enforcement of planning conditions is a matter for the relevant planning authorities.

Each of the aforementioned competent authorities has a range of powers of enforcement available where issues of non-compliance are identified. They are independent in the performance of their functions, and it is not open to me as Minister, to intervene on matters which are the responsibility of these independent authorities.

Regarding your point that Coimisiún Pleanála has not made a determination on the flight path deviation, I would like to again clarify that flight paths are not a condition of planning at Dublin Airport.

Concerning your point that the Environmental Protection Agency has no statutory function in aviation noise, in 2006, the EPA was designated as the National Authority under Section 5(1) of the European Communities (Environmental Noise) Regulations 2018 (S.I. No. 549 of 2018). This requires the EPA to exercise general supervision over the functions and actions of noise-mapping bodies and action planning authorities, including Fingal County Council, in relation the Dublin Airport Noise Map and Action Plan, and to provide guidance or advice to such bodies and authorities, where necessary.

As outlined previously, there are a number of different regulators each of which has distinct, specific roles and regulatory powers to enable them to carry out their separate, statutory roles in an independent manner.

Monitoring compliance with planning permission conditions is matter for the relevant Council that granted those permissions, and enforcement of planning conditions is a matter for the relevant planning authorities. However, to reiterate, flight paths are not a condition of planning at

PQ 249 [31822/26]. Toole: AirNav complaint dead-end and Article 5 Aarhus

Published Q (Dáil record)

249. Deputy Gillian Toole asked the Minister for Transport the number of noise complaints referred by the DAA plc to AirNav Ireland in 2024 and in 2025 that received a substantive response from AirNav Ireland to the affected resident; the median time between referral by DAA and substantive response by AirNav that has been in each of those years; whether he is aware that residents who receive DAA's template response stating "The flight event will be shared to AirNav, our air navigation service provider, for further investigation" report receiving no further communication from AirNav Ireland or DAA in respect of the referred event; whether his Department has at any point enquired of AirNav Ireland on the operation of this referral process; and whether he considers a referral process in which the receiving body does not substantively respond to the affected resident consistent with Article 5 of the Aarhus Convention (collection and dissemination of environmental information) and the requirement that public authorities make environmental information "effectively accessible"; and if he will make a statement on the matter. [31822/26]

Redaction: none. Published as drafted.

Minister's reply (Mr Darragh O'Brien T.D., written, 30 April 2026)

I believe that it may be helpful to clarify from the outset the roles of individual organisations involved in this process:

- Under EU legislation, the operator of an airport, daa in the case of Dublin Airport, is responsible for the design and maintenance of Instrument Flight Procedures (IFPs) which set flight paths into and out of an airport.
- AirNav Ireland carries out the design and maintenance function on behalf of daa.
- The Irish Aviation Authority, as the civil aviation safety regulator in Ireland, has responsibility for ensuring that IFPs adhere to safety standards set out in national, EU and international regulations.
- Flight paths are also monitored for compliance with noise requirements by ANCA, in line with EU Regulation 598/2014.

Regarding your queries in relation to the "the number of noise complaints referred by the DAA plc to AirNav Ireland in 2024 and in 2025 that received a substantive response from AirNav Ireland to the affected resident" and "the median time between referral by DAA and substantive response by AirNav that has been in each of those years" I have referred these parts of your

parliamentary question to AirNav Ireland for direct response. Please advise my private office if you have not received a reply within 10 working days.

Regarding your queries in relation to the “DAA’s template response stating ‘The flight event will be shared to AirNav, our air navigation service provider, for further investigation’ ”, I have referred this part of your question to the daa for direct response. Please advise my private office if you have not received a reply within 10 working days.

I can confirm that my department has not engaged with AirNav Ireland regarding the aforementioned referral process.

Each of the abovementioned bodies are independent in the performance of their statutory functions.

PQ 250 [31824/26]. Toole: 19/20-month data withholding

Published Q (Dáil record)

250. Deputy Gillian Toole asked the Minister for Transport whether he is aware that the Aircraft Noise Competent Authority formally requested noise data from DAA plc in April 2024 for the purpose of the noise assessment required under Regulation (EU) 598/2014; that daa did not supply the requested data until November 2025, a delay of approximately 19 months; that the delay extended past An Coimisiún Pleanála’s decision of 16 July 2025 granting daa’s Relevant Action application (ABP-314485-22) with revised conditions, such that the data was not supplied until approximately four months after the Board’s decision, and approximately three months before the European Commission’s decision C(2026) 919 of 10 February 2026 finding Ireland’s process for the adoption of noise-related operating restrictions at Dublin Airport non-compliant with Regulation (EU) 598/2014; that section 9(10)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 empowers ANCA to direct the airport authority to provide information; whether any statutory or regulatory provision has been identified to the Minister, by DAA, ANCA, or any other body under his remit, as the basis on which the supply of noise data to the statutory regulator was lawfully conditional on the status of the Relevant Action; whether his Department has at any point enquired into the reasons for the 19-month delay; whether he recalls a meeting **(details supplied)**; and if he will make a statement on the matter. [31824/26]

Redaction: “(details supplied)” replaces the description of a meeting in the Minister’s Kildare Street office on 19 June 2025, attended by Deputy Toole and members of the North Runway Technical Group, at which the Minister is reported to have stated that daa “can’t release the noise info because of the Relevant Action”; and the follow-up sub-question on whether the Minister has revisited that position. The closing Article 3(2) Reg 598/2014 consistency-view sub-part is also redacted.

As-tabled text (NRTG draft)

To ask the Minister for Transport whether he is aware (a) that the Aircraft Noise Competent Authority formally requested noise data from daa plc in April 2024 for the purpose of the noise assessment required under Regulation (EU) 598/2014; (b) that daa did not supply the requested data until November 2025, a delay of approximately 19 months; (c) that the delay extended past An Coimisiún Pleanála's decision of 16 July 2025 granting daa's Relevant Action application (ABP-314485-22) with revised conditions, such that the data was not supplied until approximately four months after the Board's decision, and approximately three months before the European Commission's decision C(2026) 919 of 10 February 2026 finding Ireland's process for the adoption of noise-related operating restrictions at Dublin Airport non-compliant with Regulation (EU) 598/2014; (d) that section 9(10)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 empowers ANCA to direct the airport authority to provide information; (e) whether any statutory or regulatory provision has been identified to the Minister, by daa, ANCA, or any other body under his remit, as the basis on which the supply of noise data to the statutory regulator was lawfully conditional on the status of the Relevant Action; (f) whether the Department has at any point enquired into the reasons for the 19-month delay; (g) whether the Minister recalls stating, at a meeting in his Kildare Street office on 19 June 2025 attended by Deputy Gillian Toole and members of the North Runway Technical Group, that daa "can't release the noise info because of the Relevant Action"; and if so, what statutory or regulatory basis the Minister understood at that time to support that proposition, and whether the Minister has since revisited that position in light of the fact that the data was not supplied until approximately four months after An Coimisiún Pleanála's Relevant Action decision of 16 July 2025, the Relevant Action on which the Minister's reported statement relied having at that point been determined by the Board; and (h) whether the Minister considers a situation in which the entity whose noise performance is being assessed controls the timing of the data that enables the assessment consistent with the independence of the competent authority required by Article 3(2) of Regulation (EU) 598/2014.

Minister's reply (Mr Darragh O'Brien T.D., written, 30 April 2026)

I thank the Deputy for the detailed questions.

In December 2023 daa applied to Fingal County Council, the relevant planning authority, for planning permission to increase the capacity of the airport to 40m passengers through the construction of new aircraft piers, stands and other works - the so-called Infrastructure application.

As the Deputy will be aware the Aircraft Noise (Dublin Airport) Regulation Act 2019 provides a wholly independent aircraft noise regulation process in accordance with EU Regulation 598/2014. The Act provides that all future development at Dublin airport is subject to assessment and mitigation in respect of the impact of associated aircraft movements on the noise environment around Dublin Airport.

In that regard the Aircraft Noise Competent Authority (ANCA) commenced an assessment of the Infrastructure Application and determined that the application should be supplemented with additional information which daa has been directed to provide.

In that context, I can confirm that I am aware of the timing of the request from ANCA for "noise data from daa plc in April 2024 for the purpose of the noise assessment required under Regulation (EU) 598/2014", and I can clarify that the request was issued by ANCA in March

2024, rather than in April 2024. Furthermore, it is my understanding that the requested data was subsequently provided by daa to ANCA in November 2025.

It is important to note that ANCA are independent in the performance of their regulatory functions as the competent authority for aircraft noise, and it is not open to me as Minister for Transport, to intervene on matters which are the responsibility of independent authorities.

With regard to the North Runway Relevant Action (NRRA), it is my understanding that the daa's stated position is that it needed a decision on the NRRA application before providing the requested data to ANCA in order to ensure the information provided was as robust and accurate as possible.

It is my opinion that the timing of the provision of information does not materially interfere with the independence of the process.

PQ 251 [31825/26]. Toole: Fingal Warning Letter unenforced 180+ weeks

Published Q (Dáil record)

251. Deputy Gillian Toole asked the Minister for Transport whether he is aware that Fingal County Council issued a warning letter to DAA PLC in September 2022 in respect of the Runway 28R Standard Instrument Departure routes; that more than 180 weeks have now elapsed without Fingal issuing an enforcement notice or proceeding under section 160 of the Planning and Development Act 2000 (**details supplied**); and if he will make a statement on the matter. [31825/26]

Redaction: “(details supplied)” replaces sub-parts (c), (d), and the entire (i)-(iii) Ministerial-action triad, plus the closing consistency-view. Redacted material includes Fingal’s own statement to the Office of the Ombudsman that it lacks technical expertise; the Minister’s own reply to PQ 20021/26 of 18 March 2026 (“monitoring compliance with planning permission conditions is [a] matter for the relevant planning authority that granted those permissions, and enforcement of planning conditions is a matter for those authorities”); and the (i)-(iii) triad on whether the Minister has engaged with Fingal, offered or provided technical expertise from the Department or any body under his remit, or considered any other step.

As-tabled text (NRTG draft)

To ask the Minister for Transport whether he is aware (a) that Fingal County Council issued a Warning Letter to daa plc in September 2022 in respect of the Runway 28R Standard Instrument Departure routes; (b) that more than 180 weeks have now elapsed without Fingal issuing an Enforcement Notice or proceeding under section 160 of the Planning and Development Act 2000; ~~(c) that during that period Fingal has stated, including in correspondence with the Office of the Ombudsman, that it lacks technical expertise in flight-path matters; (d) that the Minister’s own stated position, in his reply to Parliamentary Question No. 20021/26 (question 363~~

~~for written answer on 18 March 2026), is that “monitoring compliance with planning permission conditions is [a] matter for the relevant planning authority that granted those permissions, and enforcement of planning conditions is a matter for those authorities”; and whether the Minister considers that stated position consistent with Fingal County Council’s own position that it does not hold the expertise required to enforce the flight-path aspects of the 2007 planning permission; and whether the Minister has, in light of those facts, at any point (i) engaged with Fingal County Council on its capacity to enforce the 2007 planning permission; (ii) offered or provided technical expertise from the Department of Transport or any body under his remit to assist that enforcement; (iii) considered any other step to support effective enforcement of the Environmental Impact Statement underlying the 2007 planning permission; and if not, whether the Minister considers the absence of such steps, read alongside the Department’s own declination (confirmed under FOI TRA FOI-2026-0086) to engage independent aviation expertise, consistent with the Department’s policy responsibility for the aviation sector.~~

Minister’s reply (Mr Darragh O’Brien T.D., written, 30 April 2026)

As the Deputy will be aware, it is essential that our regulatory framework is robust and proportionate in order to properly support the aviation sector and to ensure the highest professional standards, for a safe and secure aviation environment.

I can assure the Deputy that the Irish aviation sector is highly regulated, with a number of different regulators each of which has distinct, specific roles and regulatory powers to enable them to carry out their separate, statutory roles in an independent manner.

As a contracting state to the International Civil Aviation Organization (ICAO) and a member state of the European Union, Ireland complies with ICAO standards and EU legislation regarding civil aviation. Under EU legislation, the operator of an airport is responsible for the design and maintenance of Instrument Flight Procedures (IFPs) which set flight paths into and out of an airport. The Irish Aviation Authority (IAA), as the civil aviation safety regulator in Ireland, has responsibility for ensuring that IFPs adhere to safety standards set out in national, EU and international regulations.

Flight paths are also monitored for compliance with noise requirements by the Aircraft Noise Competent Authority (ANCA).

Separately, monitoring compliance with planning permission conditions is matter for the relevant Council that granted those permissions, and enforcement of planning conditions is a matter for the relevant planning authorities. It is important to note that flight paths are not a condition of planning at Dublin Airport.

Each of the aforementioned competent authorities has a range of powers of enforcement available where issues of non-compliance are identified. They are independent in the performance of their functions, and it is not open to me as Minister, to intervene on matters which are the responsibility of these independent authorities.

PQ 252 [31827/26]. Toole: Minister's position on the daa "no planning permission for flight paths" representation

Published Q (Dáil record)

252. Deputy Gillian Toole asked the Minister for Transport whether he agrees with the position, stated by the managing director of Dublin Airport (a DAA plc employee) to the Joint Committee on Transport on 24 March 2026, that 'there is no such thing as planning permission for flight paths'; whether he considers that position consistent with Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (**details supplied**); if he does not agree with DAA's position, to state on the basis his Department has continued to rely on DAA's position in its dealings with the Oireachtas and in the preparation of the Dublin Airport (Passenger Capacity) Bill 2026; and if he will make a statement on the matter. [31827/26]

Redaction: "(details supplied)" replaces the elaboration on Article 2(1) of Directive 2011/92/EU and the 2007 Environmental Impact Statement (An Bord Pleanála reference PL06F.217429) which assessed straight-ahead departures to five nautical miles as a material element of the project consented to; the question whether the Minister is aware of An Bord Pleanála's 23 August 2007 unanimous override of its Senior Planning Inspector's recommendation of refusal, and whether, if daa's "indicative" characterisation of the EIS flight paths is correct, the Minister is aware of any basis on which An Bord Pleanála's override remained adequately founded; and the question whether the Minister considers daa's position defensible in the context of European Commission complaint CPLT(2026)00881.

As-tabled text (NRTG draft)

To ask the Minister for Transport whether he agrees with the position, stated by the Managing Director of Dublin Airport (a daa plc employee) to the Joint Committee on Transport on 24 March 2026, that "there is no such thing as planning permission for flight paths"; whether the Minister considers that position consistent with Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, ~~in particular Article 2(1) which requires that projects likely to have significant environmental effects be made subject to assessment before development consent is granted, and with the 2007 Environmental Impact Statement for Dublin Airport's North Runway (An Bord Pleanála reference PL06F.217429), which assessed straight-ahead departures to five nautical miles as a material element of the project consented to;~~ whether the Minister is aware that An Bord Pleanála's decision of 23 August 2007 granting that permission unanimously overruled its own Senior Planning Inspector's recommendation of refusal, and that the Board's reasoning for that override (at p.3, item 1) rested expressly on a finding that the Environmental Impact Statement provided sufficient information to make an assessment of the significant environmental impacts of the development, and that that assessment was founded on the straight-ahead departure geometry now characterised by daa as "indicative"; whether, if daa's characterisation of the EIS flight paths as "indicative is correct, the Minister is aware of any basis on which An Bord Pleanála's override of its own Inspector remained adequately founded; whether the Minister considers daa's position defensi-

ble in the context of the European Commission complaint CPLT(2026)00881, registered on 12 March 2026 under the lead of the Directorate General for Environment, which alleges breach of the EIA Directive on the basis that the Routes Flown have not been assessed; and if the Minister does not agree with daa's position, to state on what basis the Department has continued to rely on daa's position in its dealings with the Oireachtas and in the preparation of the Dublin Airport (Passenger Capacity) Bill 2026.

Minister's reply (Mr Darragh O'Brien T.D., written, 30 April 2026)

I thank the Deputy for the detailed questions and welcome the opportunity to provide clarity regarding these important issues.

Firstly, with regard to whether I agree “with the position, stated by the Managing Director of Dublin Airport (a daa plc employee) to the Joint Committee on Transport on 24 March 2026, that there is no such thing as planning permission for flight paths”, I would like to clarify from the outset that flight paths are not a condition of planning at Dublin airport.

As a Contracting State to the International Civil Aviation Organization (ICAO) and a member state of the European Union (EU), Ireland complies with ICAO standards and EU legislation regarding civil aviation. Under EU legislation, the operator of an airport is responsible for the design and maintenance of Instrument Flight Procedures (IFPs) which set flight paths into and out of an airport. The Irish Aviation Authority (IAA), as the civil aviation safety regulator in Ireland, has responsibility for ensuring that IFPs adhere to safety standards set out in national, EU and international regulations.

Flight paths are also monitored for compliance with noise requirements by the Aircraft Noise Competent Authority (ANCA).

Separately, monitoring compliance with planning permission conditions is matter for the relevant Council that granted those permissions, and enforcement of planning conditions is a matter for the relevant planning authorities.

Regarding whether I consider “that position consistent with Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, in particular Article 2(1) which requires that projects likely to have significant environmental effects be made subject to assessment before development consent is granted”, I can confirm the project at Dublin Airport was subject to an Environmental Impact Assessment.

With regard to the Deputy's specific queries in relation to An Bord Pleanála's decision of 23 August 2007 and the process followed in reaching this decision, this is a matter for An Coimisiún Pleanála (ACP) rather than my Department.

Concerning whether I consider “daa's position defensible in the context of the European Commission complaint CPLT(2026)00881, registered on 12 March 2026 under the lead of the Directorate-General for Environment, which alleges breach of the EIA Directive on the basis that the Routes Flown have not been assessed”, as you will be aware, on the 17th of July 2025, ACP, in its role as the Appeals Body for Aircraft Noise Regulation (per Section 10 of the Aircraft Noise (Dublin Airport) Regulation Act 2019), published its Decision in relation to night-time air traffic operations at Dublin Airport. This decision included, amongst other

conditions, a restriction on flights on the new north runway between midnight and 6am except in exceptional specified circumstances.

On the 8th of August 2025, ACP notified the EU Commission of the operating restrictions set out in its July 2025 decision, as required under Article 8 of Regulation (EU) 598/2014, and the EU Commission subsequently undertook an assessment of the process followed by ACP in its decision.

On the 10th of February 2026, following completion of its assessment, the EU Commission issued a notification advising that the process used by ACP for the proposed introduction of operating restrictions at Dublin Airport did not fully follow the Balanced Approach process, as set out in Regulation (EU) 598/2014.

The Balanced Approach involves consideration of a range of measures, such as reduction of noise at source, effective land-use planning and management, and noise abatement operating procedures, before implementing any noise-related operating restrictions at an airport.

In line with the provisions of Regulation (EU) 598/2014 and the Aircraft Noise (Dublin Airport) Regulation Act 2019, as the independent competent authority for this matter on appeal, ACP will now have to examine this Decision and to determine the most appropriate next steps.

Given that this is currently an open case with ACP, it would be inappropriate to comment further on the matter at this time.

End of Annex S7-A

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