



# Briefing to St Margaret's CLG

30<sup>th</sup> May 2019

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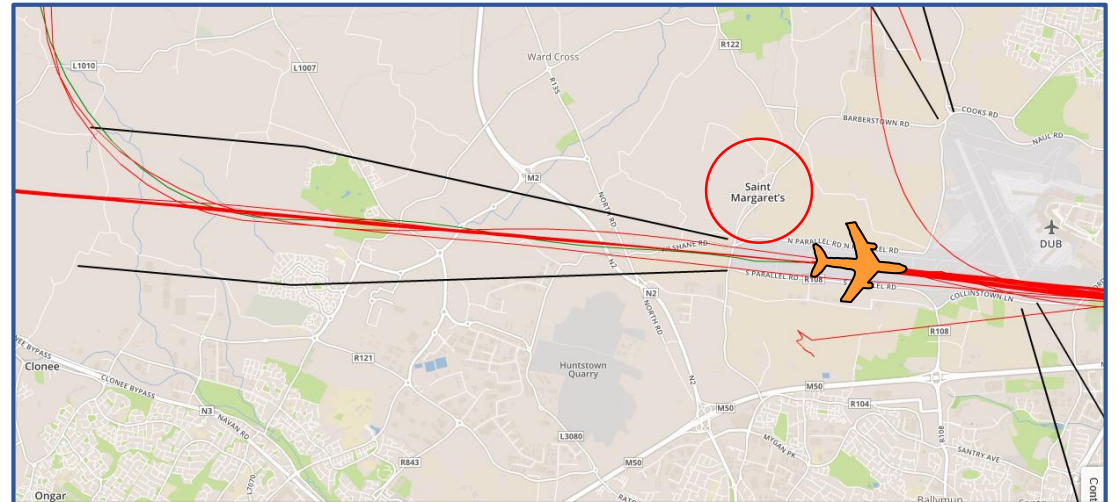
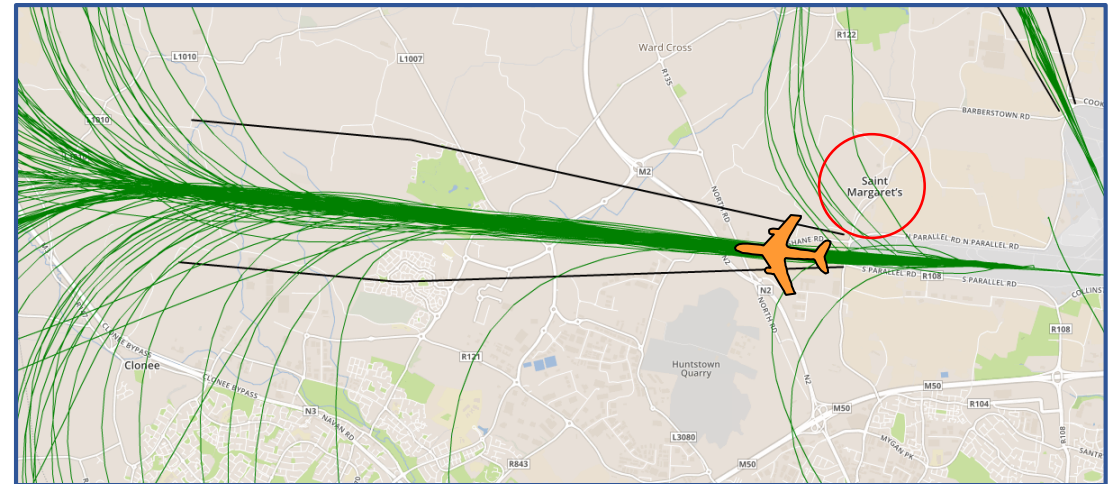
Irish Aviation Authority

Paul McCann

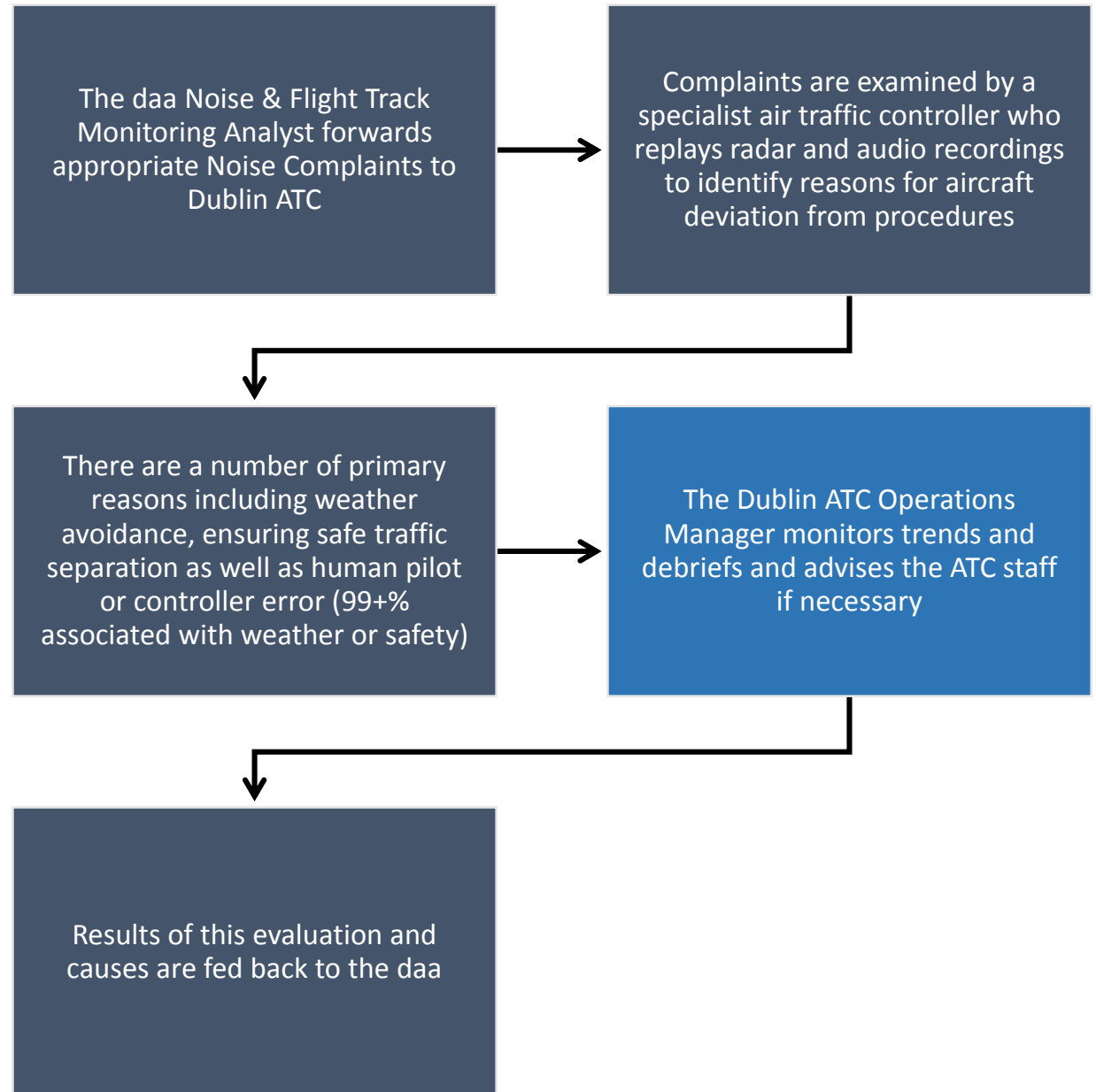
General Manager Terminal Services

# Flight Path Development

- The Irish Aviation Authority develops Instrument Flight Procedures (IFPs) under the terms of a Service Level Agreement with the Dublin Airport Authority (daa).
- The initial (and most safety-critical) segments of departures (up to 3000ft) are restricted to following the runway centre-line (except for non-jet aircraft which are permitted to turn at 750ft at the end of the runway)
- For landing aircraft these are following the appropriate runway centre-line from approximately 6NM from the airport



# ATC Noise Complaint Assessment Procedure



# Routes – now and in the future

The routes in the immediate vicinity of the airport have not changed in the last 10 years – however, because of the vast increase in aircraft using the airport, these routes are flown more frequently

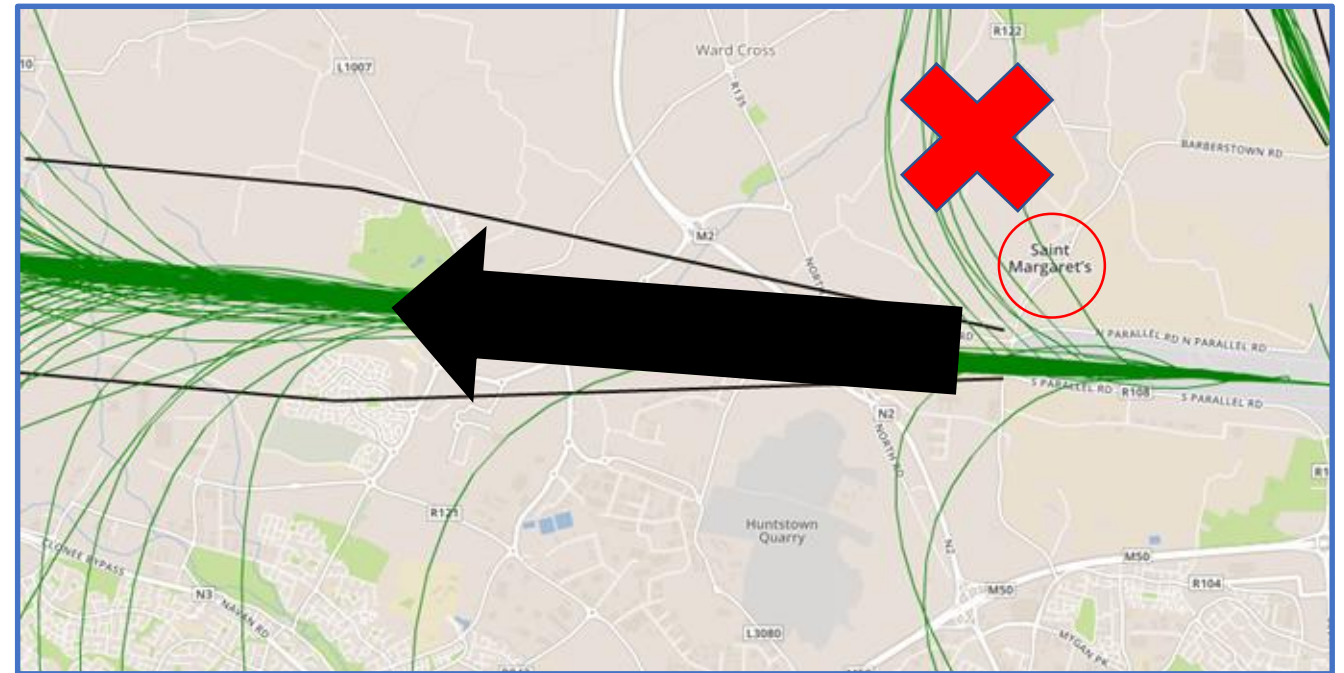
New departure and arrival routes will be introduced associated with the new North Runway (NR)

The tracks of these routes (below 3000') are the ultimate responsibility of the daa – the IAA's job is to safely and efficiently operate the routes

The daa is employing significant resources to assess the noise effect of the additional routes and will be engaging with Fingal Council Council

# Restriction of Turns over St Margaret's

- The following procedure was introduced on 14<sup>th</sup> February following consultation
- Its purpose is aimed at reducing noise experienced at night time by residents in the St Margaret's area.
- Between the hours of 0001 and 0600 local, North Sector non-jet departures from Runway 28 shall not be issued with a Standard Instrument Departure.
- Aircraft but will be given a non-standard climb-out, which is to track extended runway centre-line



**Thank you!**