

Dublin Airport Monthly Noise and Operations Report

May 2026

- Operations and Runway Use
- Noise Complaints
- Flight Track Monitoring

Part 1: Operations and Complaints



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PART 1		
4.	Explanation of Terms	
5.	Operations – Movements and Runway Use	Provides an overview of the operations of the airport during the month, including arrival and departure movements, runway use, wind direction and movement comparisons with earlier months and the previous year.
6.	Operations – Runway and Track Use	Provides a representation of the distribution of arrivals and departures, along with data relating to the distribution of the main departure tracks.
7.	2025 Annual Departure Swathe Data	Provides an overview of 2025 runway and track use.
8.	Total Movements in the month by hour of day	Provides an overview of the number of movements by hour of the day.
9.	Noise Complaints - Complainant Statistics	Provides rolling data on complainant statistics, including total complaints received.
10.	Noise Complaints - Complainant Statistics	Provides data on the complaints received by area from top 10 complainants and a breakdown of complaints by the top five individuals.
11.	Noise Complaints – Area Analysis	Provides an overview of both the number of complaints and number of complainants by area.
12.	Noise Complaints – by Hour	Provides an overview of the number of movements by hour of the day.
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13 – 21.	Flight Track Monitoring	

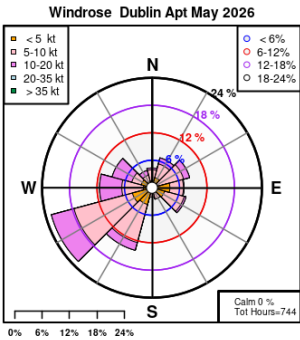
Term	Definition
Aircraft Movement	An aircraft movement is either the arrival or departure of an aircraft at Dublin Airport. For an arrival, the aircraft is detected by radar at least 50km from the airport and the route it takes is recorded in the noise management system until it touches down on one of Dublin Airport's runways. For a departure, the radar detects the flight as it leaves the ground and records the route until it is at least 50km away.
ANOMS	The Advanced Noise Management System is Dublin Airport's database and management system for recording aircraft operations, flight tracks, noise monitoring terminals and complaints.
Cat AB aircraft	Category A and B aircraft are light and propellor driven aircraft. This includes General Aviation aircraft (Cat A) and turbo-propellor aircraft such as the ATR72 (Cat B).
Cat CD aircraft	Category C and D are heavier, jet aircraft.
Runway Naming	Runways are named based on the direction (or heading) an aircraft faces during an operation on that runway. For parallel runways, the L or R indicates whether it is on the left or the right. Dublin Airport has three runways: • South Runway - Operations are either on RW28L (facing west) or on RW10R (facing east) • North Runway – Operations are either on RW28R (facing west) or on RW10L (facing east) • Cross Runway – operations are either on RW16 (facing south) or on RW34 (facing north)
Wind Rose	Circular graph of wind strength and direction issued by Met Eireann. As aircraft need to take-off and land when facing into the wind (except in low wind conditions less than 5 knots), the wind rose will give an indication of runway use.
YTD	Year To Date
Zones A to F	The "zones" are runway end zones defined for this report. For example, Zone A is west of the South Runway and is overflowed by arrivals on RW10R and departures on RW28L.

May 2026 Operations – Movements and Runway Use



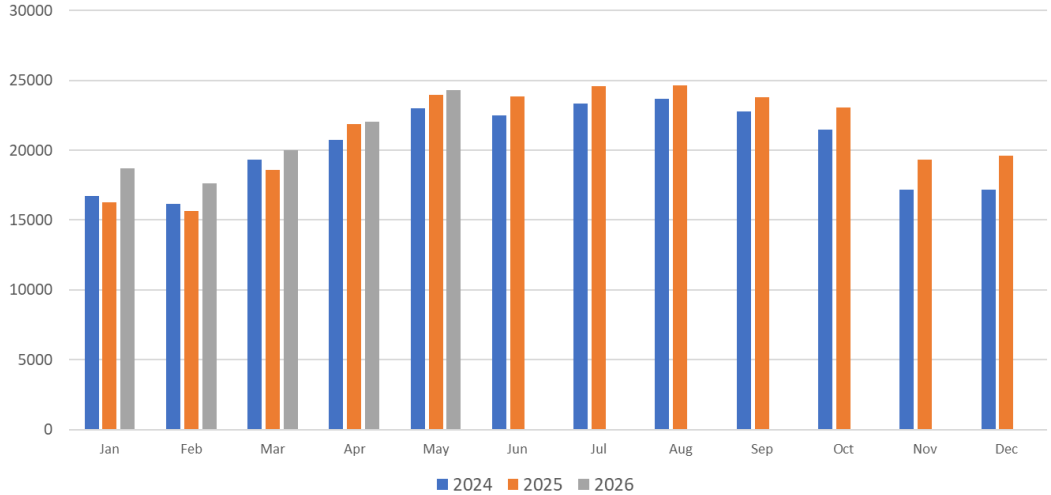
Aircraft Movements (Cat ABC&D) May 2026

Zone		Arrivals		Departures		Total
A	South Runway	from West (RW10R)	607	to West (RW28L)	1,133	1,740
B		from East (RW28L)	7,866	to East (RW10R)	4,169	12,035
C	North Runway	from West (RW10L)	3,663	to West (RW28R)	6,850	10,513
D		from East (RW28R)	10	to East (RW10L)	1	11
E	Cross Runway	from North (RW16)	0	to North (RW34)	0	0
F		from South (RW34)	0	to South (RW16)	0	0
			12,146		12,153	24,299



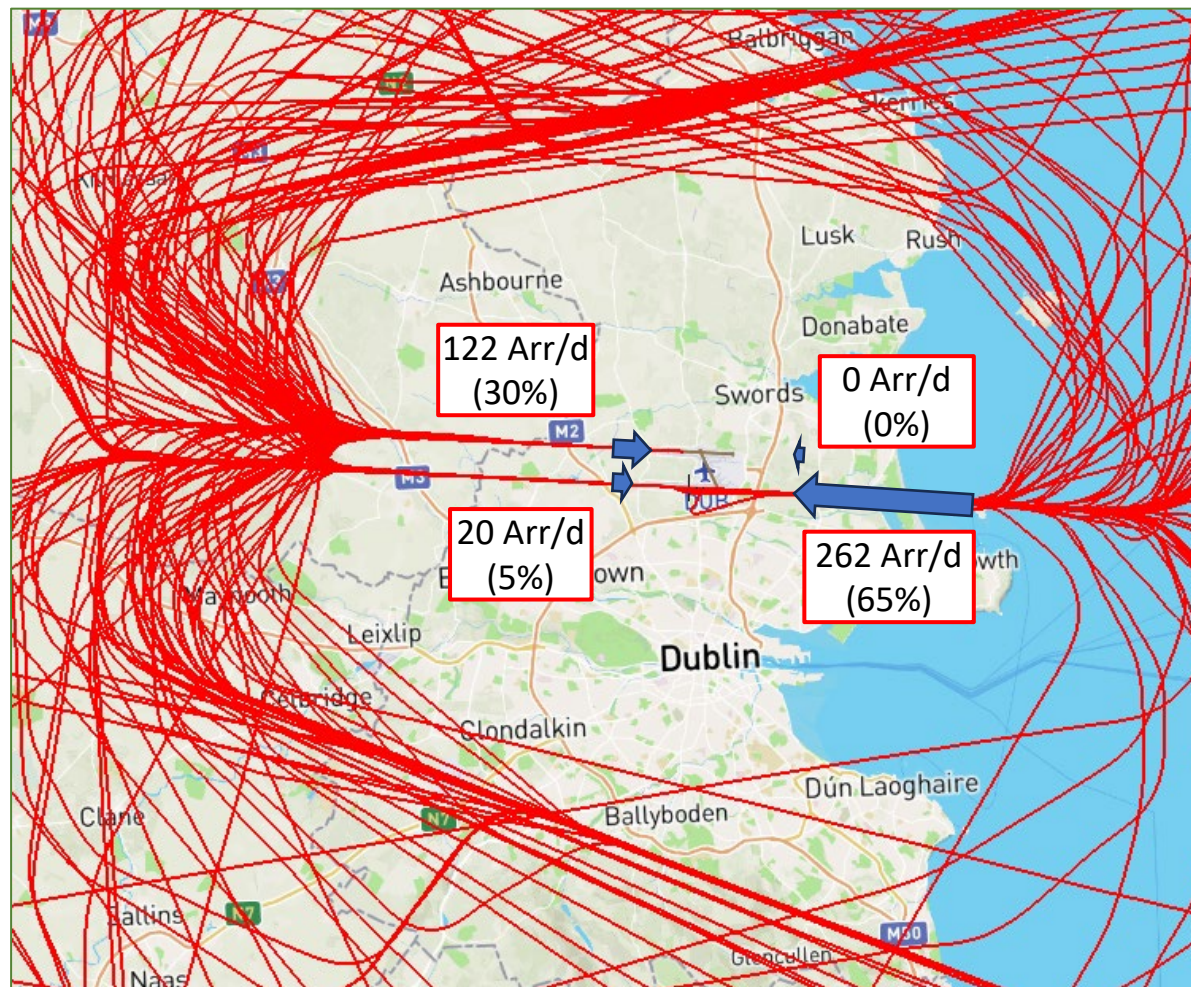
May 2026 Wind Rose:
shows percentage of time
in each wind direction.
Table below shows 2025 and YTD –
westerly and easterly operations

Monthly Aircraft Movements YTD, 2024 + 2025



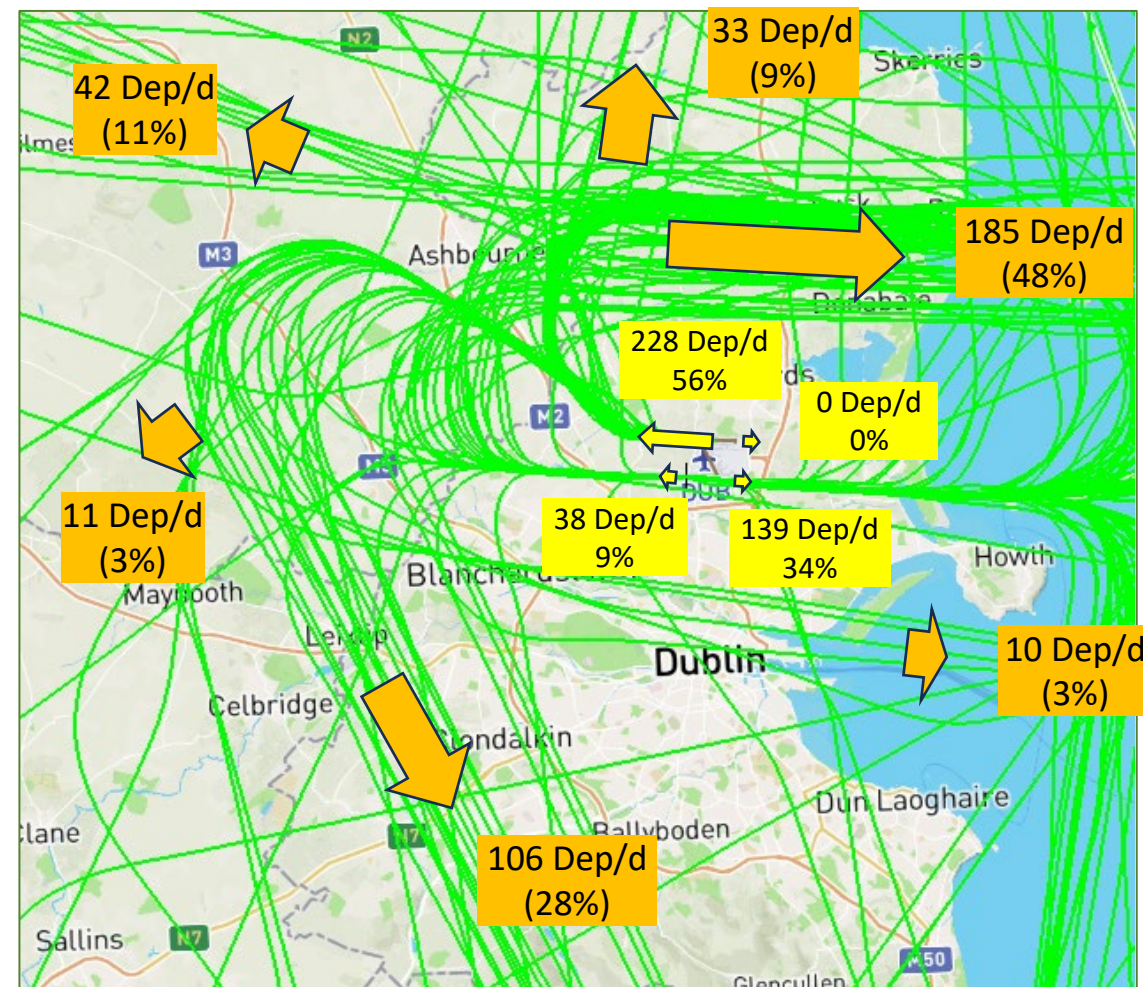
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
2026	W	56%	58%	80%	53%	65%								
	E	44%	42%	20%	47%	35%								
2025	W	82%	45%	55%	32%	44%	80%	80%	67%	78%	75%	76%	58%	65%
	E	18%	55%	45%	68%	56%	20%	20%	33%	22%	25%	24%	42%	35%

May 2026 Operations – Runway and Track Use



Graphic depicts:

- Average arrival movements per day (d) on each main runway
- % arrivals on each main runway this month
- Note: example flight track selection used



Graphic depicts:

- Average departure movements per day on each main runway (yellow boxes)
- % departures on each main runway this month (yellow boxes)
- Average departures per day on each main track swathe (orange boxes)
- Note: example flight track selection used

2025 Departure Swathe Data – Runway and Track Use

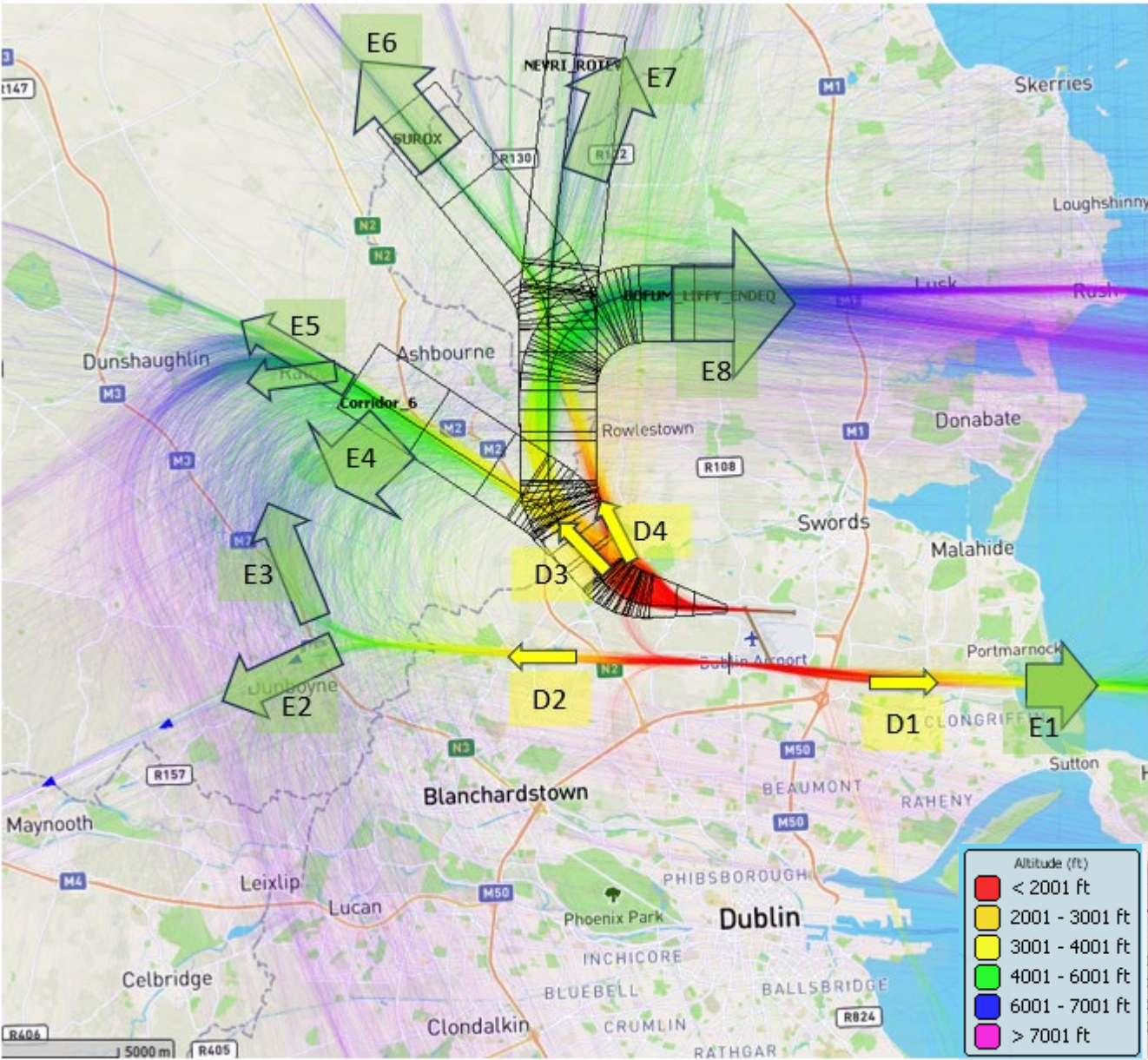
This table shows how departing aircraft were distributed across different flight path corridors ('swathes') during 2025

~1,000 – 3,000 ft (D1 – D4)

	Swathe	Avg Dep/d	Percentage of Departures
D1	10R	124	36%
D2	28L	26	8%
D3	28R Jet	177	50%
D4	28R Turbo-prop	22	6%

~4,000 – 6,000 ft (E1 – E8)

	Swathe	~Avg Dep/d	Percentage of Departures
E1	10R (easterly dep)	124	36%
E2	28L, S- & W-bound (left turn)	13	4%
E3	28L, N- & E-bound (right turn)	13	4%
E4	28R, S- & W-bound, left turn from NPR	25	7%
E5	28R, S- & W-bound, exit end of NPR	50	15%
E6	28R, NW-bound	8	2%
E7	28R, N-bound	19	6%
E8	28R, E-bound	87	26%



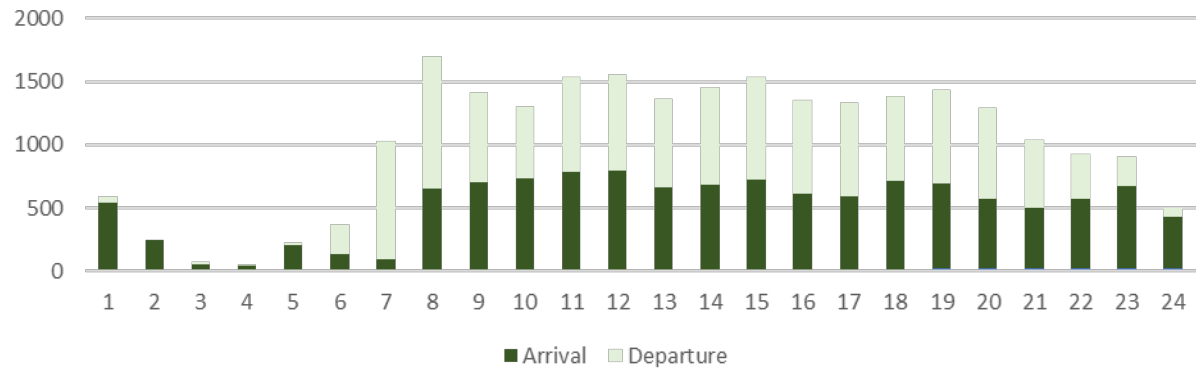
May 2026 – Total Movements in the Month by hour of day



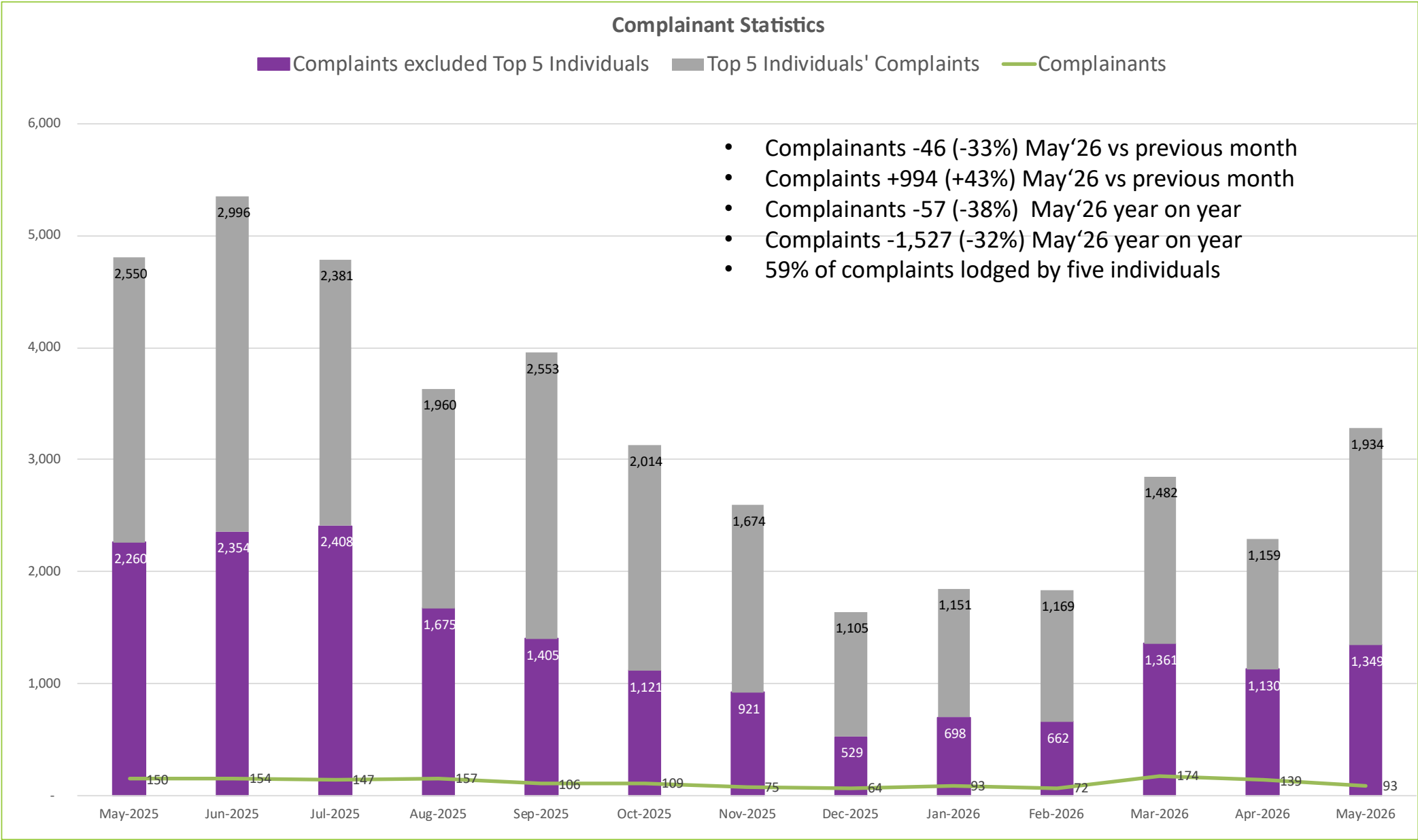
Night Hours			
Hour of day	Arrivals	Departures	Movements
00:00	540	50	590
01:00	250	0	250
02:00	50	20	70
03:00	40	10	50
04:00	200	20	220
05:00	130	230	350
06:00	90	930	1,020
23:00	410	70	480
Total	1,700	1,330	3,030

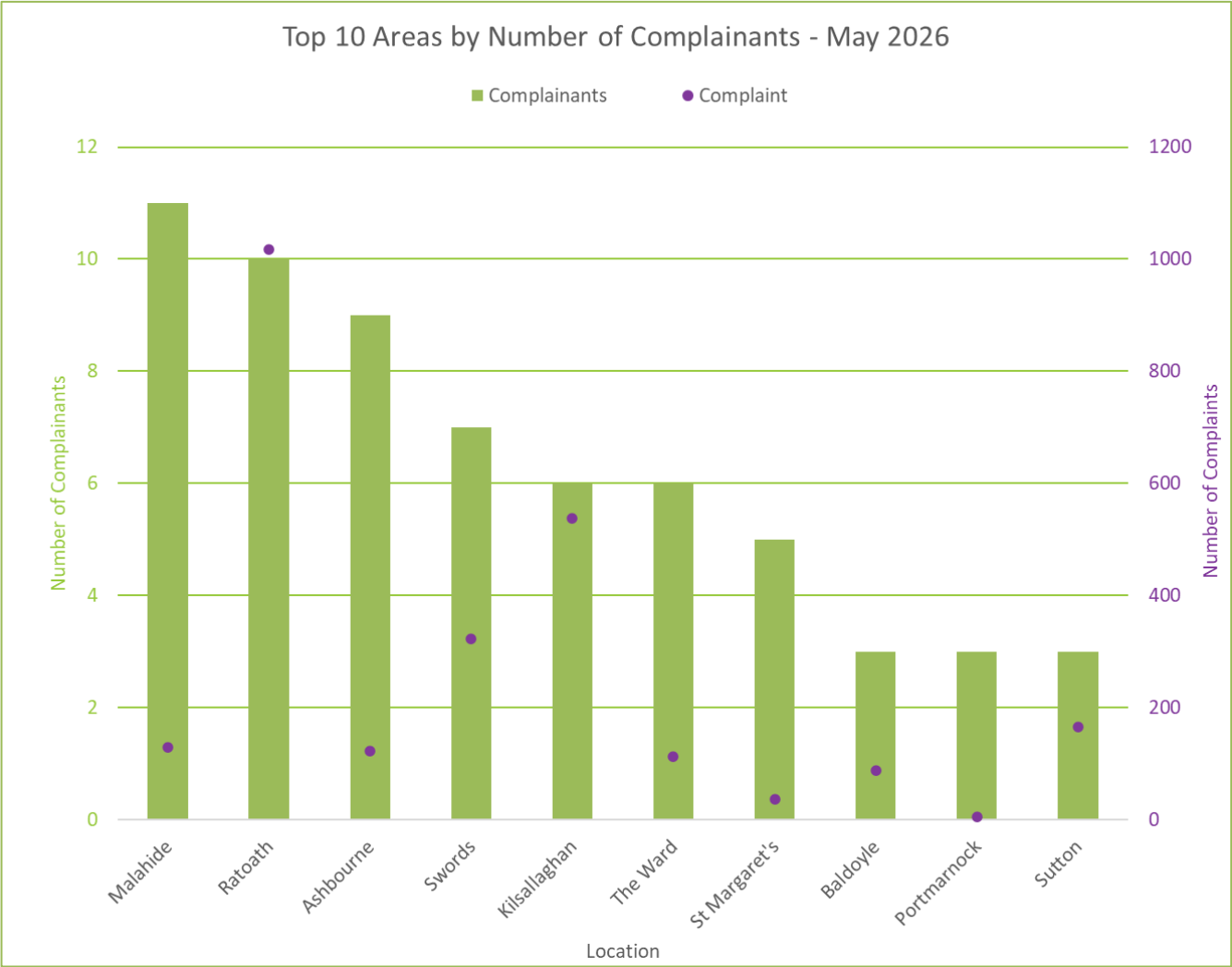
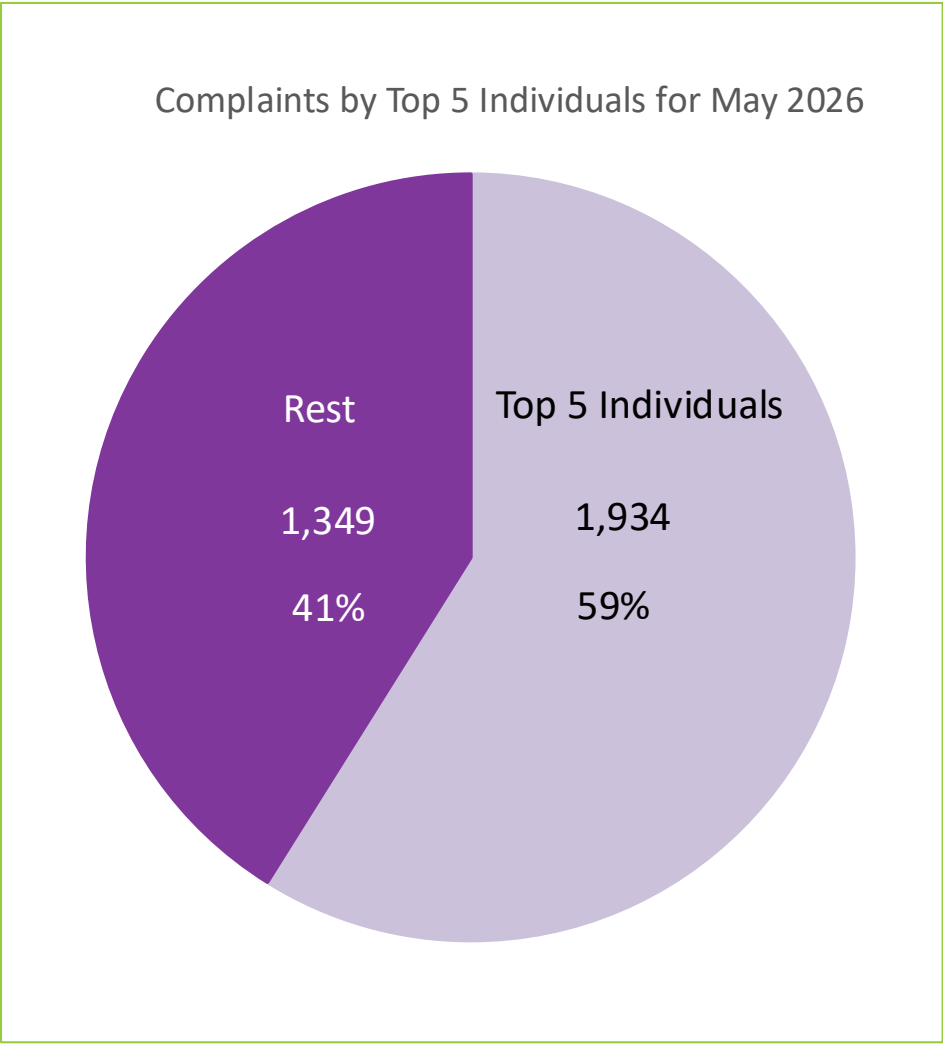
Day Hours			
Hour of day	Arrivals	Departures	Movements
07:00	650	1,040	1,690
08:00	700	710	1,400
09:00	730	560	1,280
10:00	770	760	1,530
11:00	780	770	1,560
12:00	650	700	1,350
13:00	670	770	1,440
14:00	710	810	1,520
15:00	600	740	1,340
16:00	580	740	1,330
17:00	700	670	1,360
18:00	680	740	1,420
19:00	550	720	1,260
20:00	480	540	1,020
21:00	550	360	910
22:00	650	230	880
Total	10,450	10,830	21,280

Arrivals & Departures Distribution : May 2026



* Rounded to nearest 10



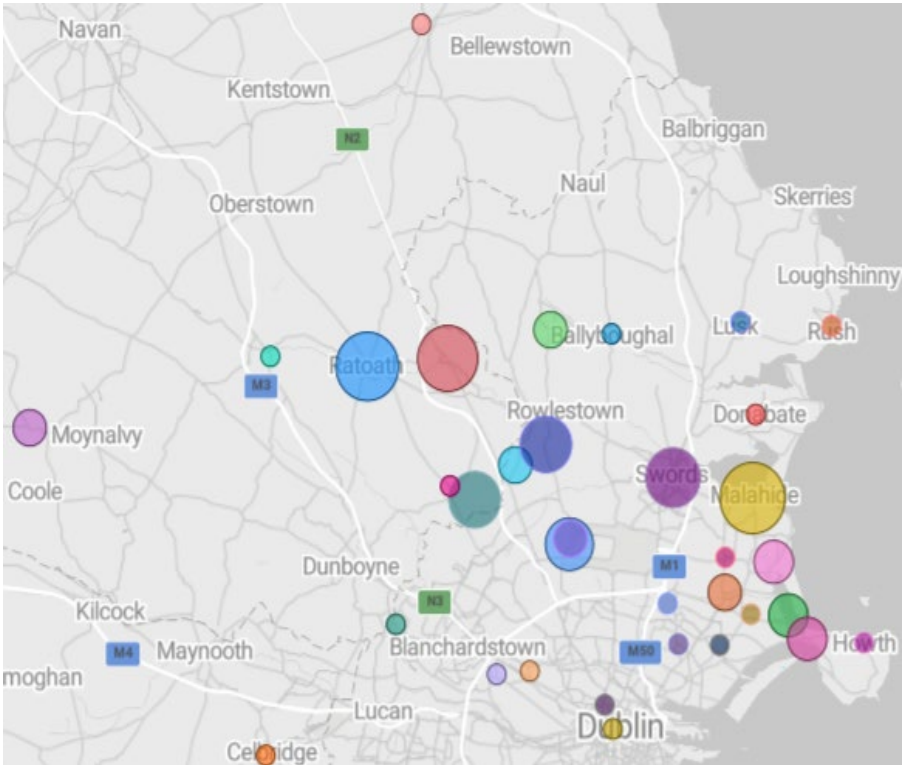


The left-hand axis (green) shows the number of individual complainants, while the right-hand axis (purple) represents the total number of complaints received from each area.

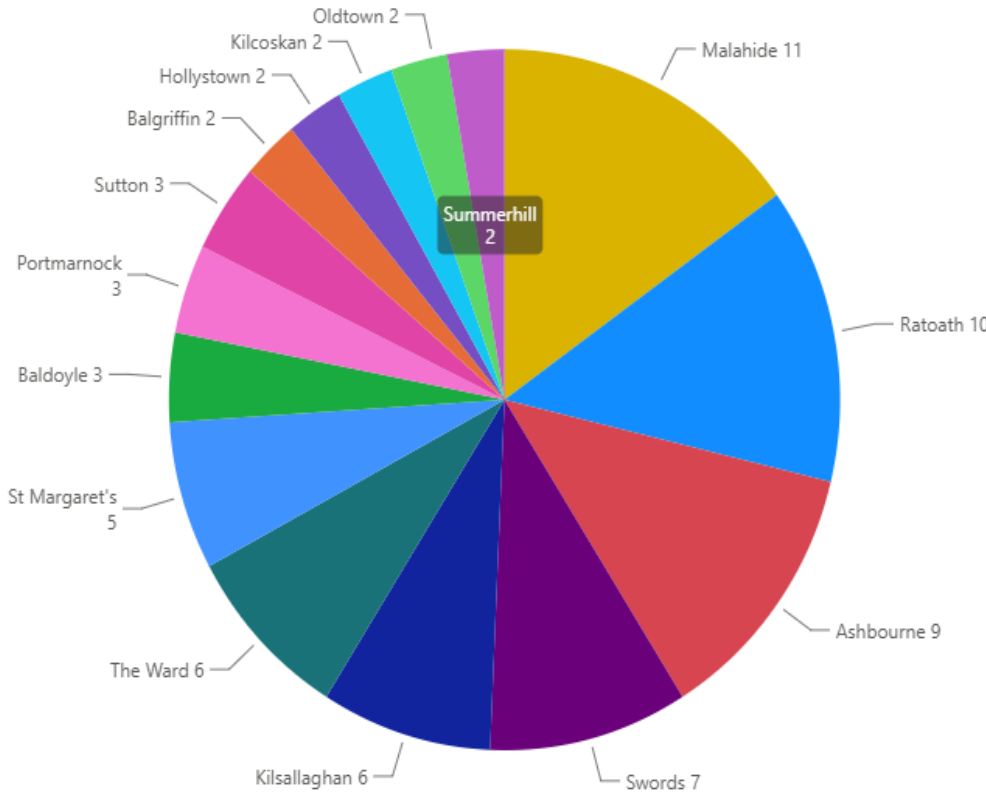
May 2026 – Complaints & Complainants Map

Area	Complaints	Complainants
Malahide	130	11
Ratoath	1017	10
Ashbourne	123	9
Swords	323	7
Kilsallaghan	538	6
The Ward	112	6
St Margaret's	36	5
Baldoyle	88	3
Portmarnock	6	3
Sutton	166	3
Balgriffin	349	2
Hollystown	153	2
Kilcoskan	59	2
Oldtown	4	2
Summerhill	10	2
Artane	1	1
Ashtown	24	1
Ballyboughal	3	1
Castleknock	5	1
Celbridge	2	1
Clongriffin	1	1
Clonsaugh	3	1
Donabate	1	1
Dublin	5	1
Duleek	5	1
Dunshaughlin	5	1
Howth	2	1
Kilbride	2	1
Lusk	13	1
Meath	28	1
Ongar	62	1
Phibsborough	1	1
Raheny	3	1
Rush	2	1
Tyrrelstown	1	1

Complainants by Area: Bubble Map



Complainants by Area



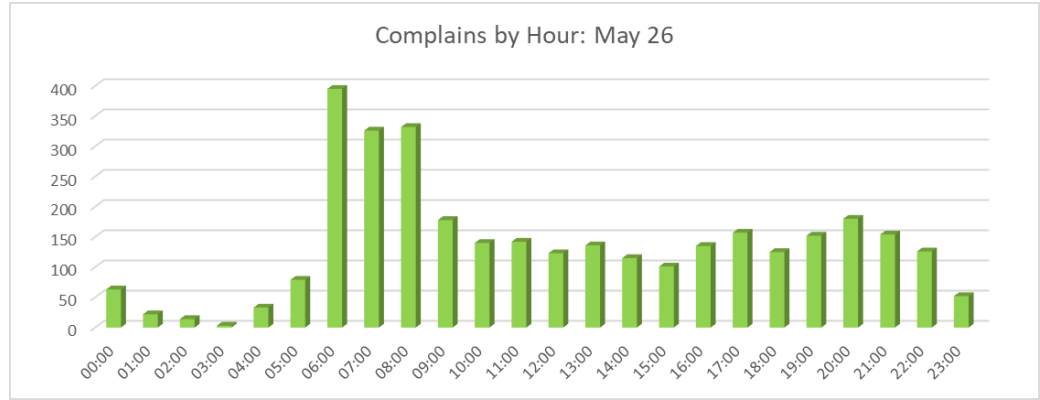
(Areas where Complainants > 1)

*Only areas with more than one complainant are shown

May 2026 - Noise Complaints – by Hour of Operations

Night		
Hour of operation	Number of complaints	Number of complainants
00:00	63	12
01:00	22	3
02:00	14	4
03:00	3	3
04:00	33	8
05:00	79	14
06:00	395	18
23:00	52	13
Total	661	

Day		
Hour of operation	Number of complaints	Number of complainants
07:00	326	29
08:00	332	33
09:00	178	21
10:00	140	25
11:00	142	25
12:00	123	25
13:00	136	19
14:00	115	25
15:00	101	21
16:00	135	20
17:00	157	29
18:00	125	25
19:00	152	19
20:00	180	23
21:00	154	22
22:00	126	28
Total	2,622	



Part 2: Flight Track Monitoring

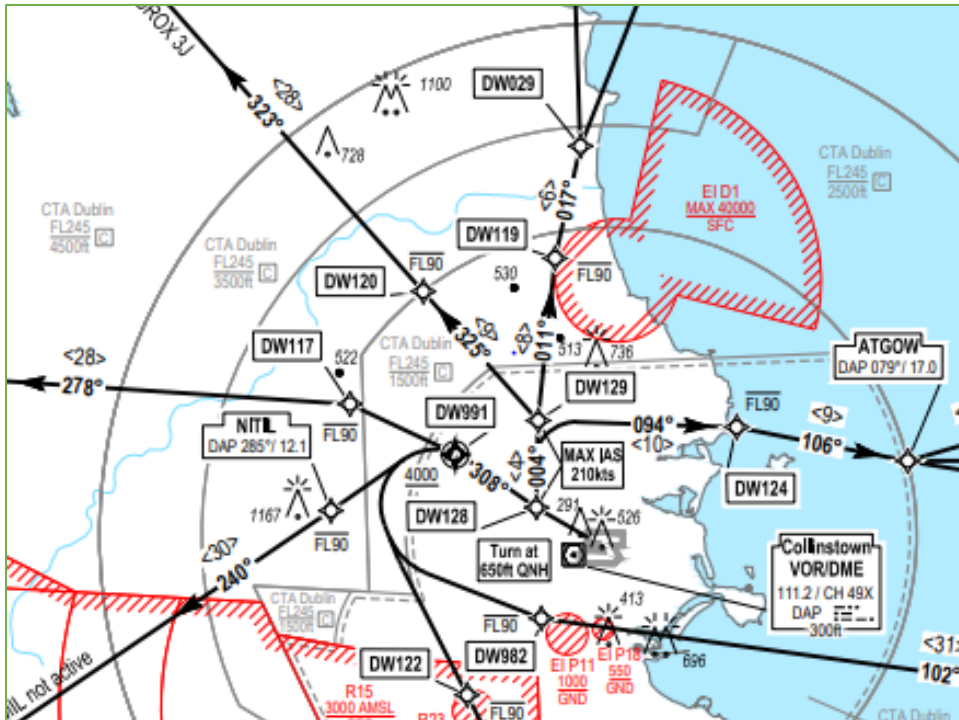


Page	Page Heading	Page Content
15.	Explanation of Terms	
16.	Standard Instrument Departures (SID) North Runway	AirNav Ireland maps displaying the departure SIDs from North Runway towards the West and the East.
17.	Standard Instrument Departures (SID) South Runway	AirNav Ireland maps displaying the departure SIDs from South Runway towards the West and the East.
18.	Noise Preferential Routes (NPR)	Map showing the Noise Preferential Routes (NPR) for Jet Aircraft Departures from the North and South Runways in both Easterly and Westerly directions.
19.	Departure Track Adherence data (2025 and YTD 2026)	Chart and table of the percentages of departures each month since January 2024 that operated within the NPR until reaching the minimum height.
20.	Track NPR Deviation Examples – North Runway	Maps showing examples of aircraft departure flight tracks from the North Runway that left the NPR before reaching the required minimum height of 4,000 ft.
21.	Track NPR Deviation Examples – South Runway	Maps showing examples of aircraft departure flight tracks from the South Runway that left the NPR before reaching the required minimum height of 3,000 ft.

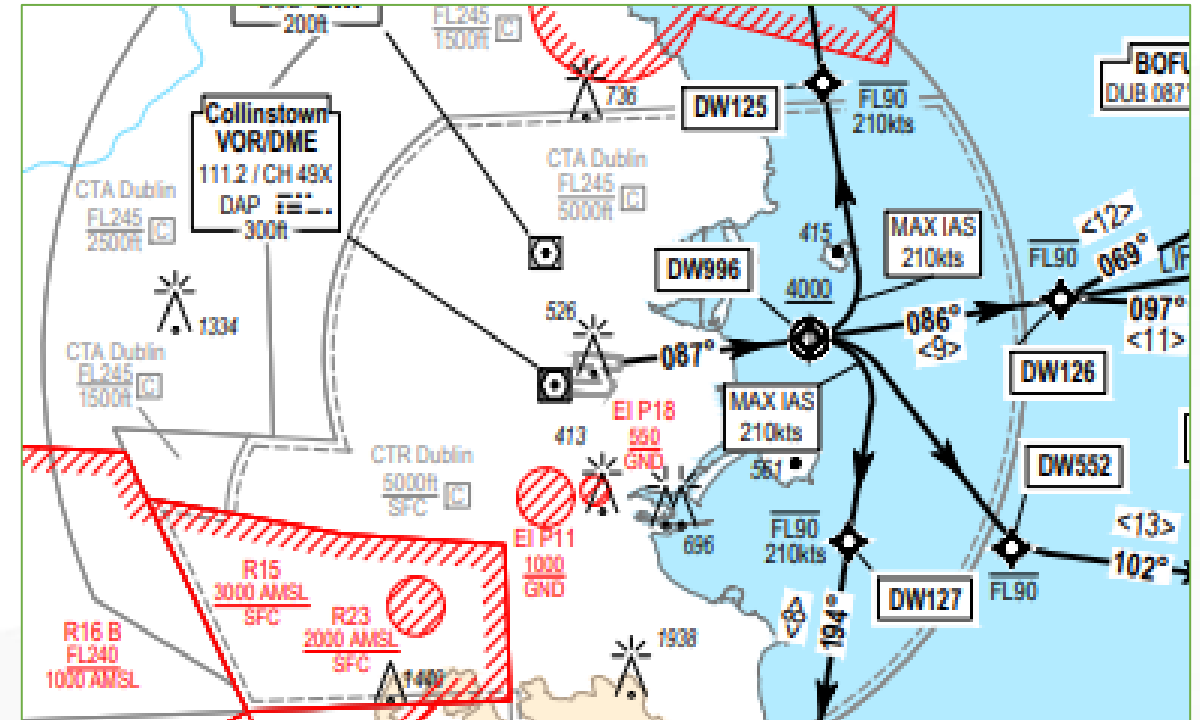
Term	Definition
Arrival Tracks	Arriving aircraft must fly in a straight line for at least the final 11km of their approach. Aircraft come into the airport at a precise downward angle of 3 degrees, which means that they are at a height of 1,800ft when they join the final approach at the 11km point.
Departure Tracks	Departing jet aircraft are required to follow procedures defined by the SID and to stay within the Environmental Corridor, also called the Noise Preferential Route (NPR).
Environmental Corridor	This is the same as the NPR (see below).
Noise Preferential Route (NPR)	Each SID (see below) at Dublin Airport has an "Environmental Corridor" also called a Noise Preferential Route (NPR). An NPR starts at the runway and is 240m wide and then, following the SID, fans out until the aircraft reaches a minimum altitude of 3,000 ft (South Runway) or 4,000 ft (North Runway). This only applies to jet aircraft – Cat C or D. (See Page 17)
Standard Instrument Departure (SID)	Depending on the departure runway and final destination, departing aircraft follow routes called Standard Instrument Departures (SID). SIDs allow aircraft to safely depart an airspace following a pre-defined route. (See Pages 16 and 17)
Track Adherence	To comply with an NPR, a departing jet aircraft needs to stay within the corridor until it reaches the required 3,000ft elevation (4,000ft for North Runway departures). After that, the pilot may fly a more direct heading for the final destination. An aircraft may be instructed by Air Traffic Control to leave the NPR before the required height due to weather, traffic or other considerations.
Track Deviation	A jet aircraft deviates from the NPR if it leaves the corridor below 3,000 ft (for South Runway departures) or 4,000 ft (for North Runway departures).
Vectoring	In some cases, Air Traffic Control may instruct a pilot to deviate from an NPR before reaching the minimum required height. This may be due to weather, traffic congestion, or other reasons. This is called Vectoring. In such cases, the track deviation is not considered to be an infringement (or violation) of the rule.

Standard Instrument Departures (SID) North Runway

- Jet aircraft departures are required to follow these Standard Instrument Departures (SID).
- SIDs are developed taking into account various safety, operational and environmental considerations amongst others.

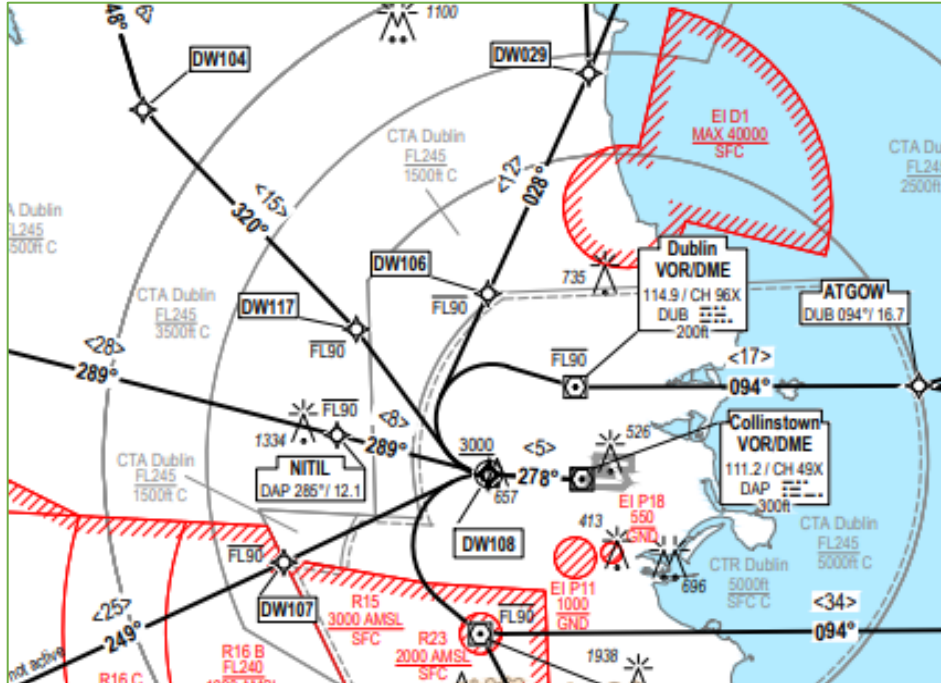


SID for North Runway (28R) departures to the west (westerly operations in westerly winds)

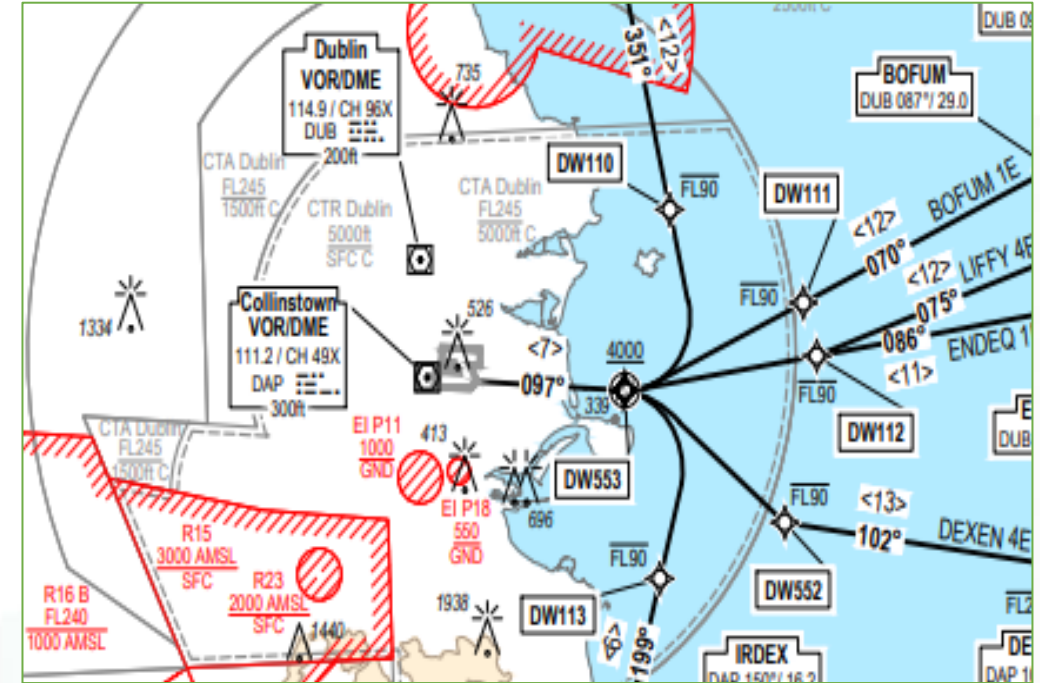


SID for North Runway (10L) departures to the east (easterly operations in easterly winds)

- Jet aircraft departures are required to follow Standard Instrument Departures (SID)



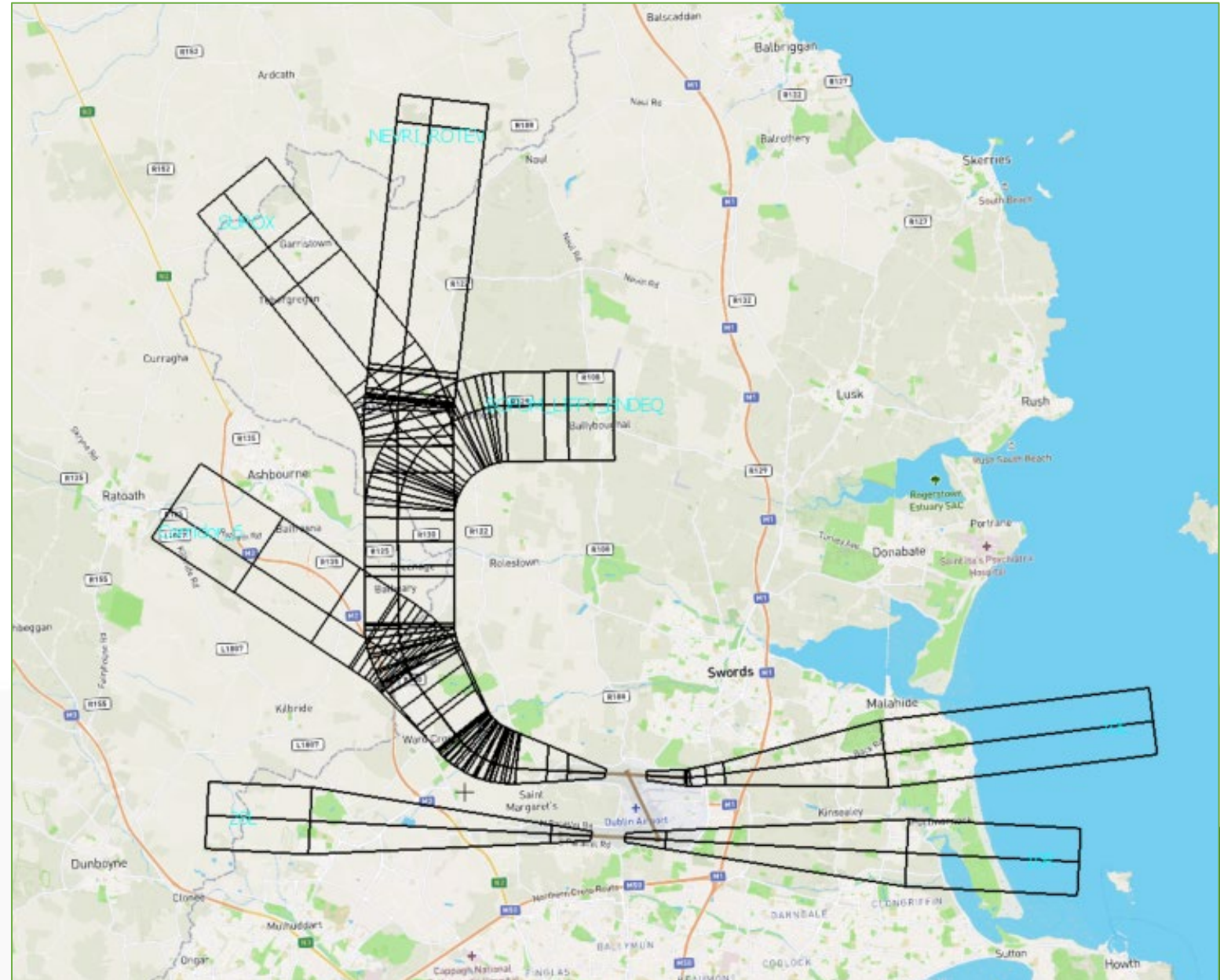
SID for South Runway (28L) Departures to the west (Westerly operations in westerly winds)



SID for South Runway (10R) Departures to the east (Easterly operations in easterly winds)

Noise Preferential Routes (NPR) for Jet Aircraft Departures

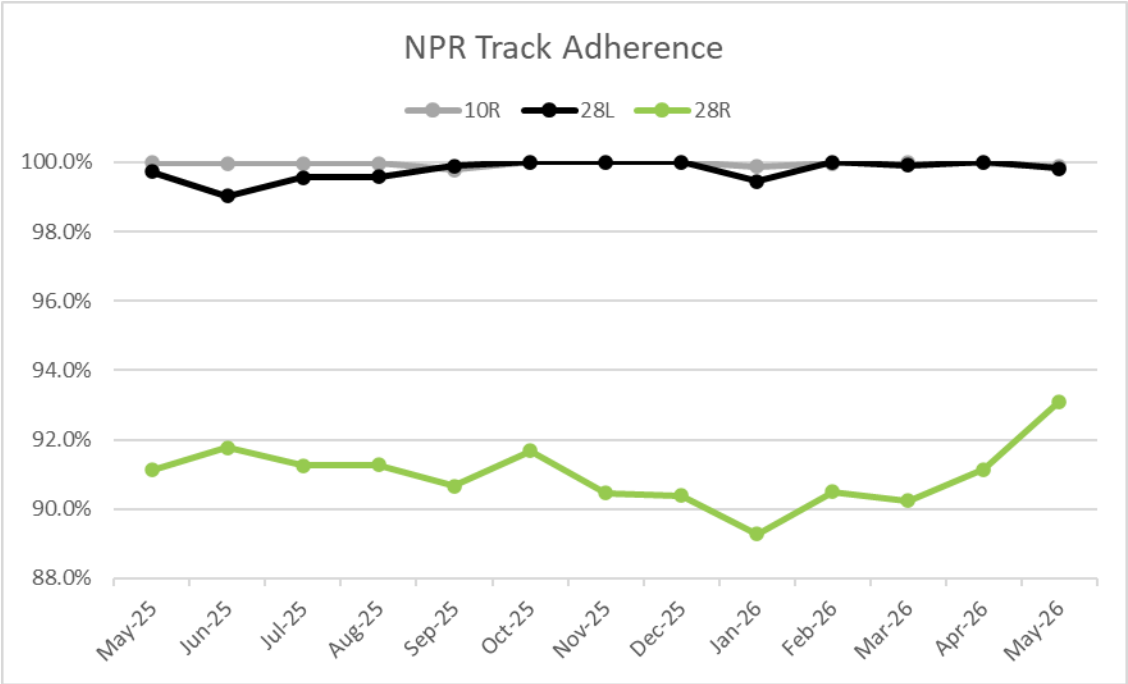
- Noise Preferential Routes (NPR) are passageways or corridors defined to either side of each SID path.
- An NPR is also called an Environmental Corridor.
- These only apply to the departures of jet (Category C and D) aircraft which are the larger aircraft.
- From South Runway, aircraft should not deviate from the NPR until reaching an altitude of 3,000ft.
- From North Runway, aircraft should not deviate from the NPR until reaching an altitude of 4,000ft.
- Deviation from the NPR is only permitted if directed by Air Traffic Control.



Departure Track Adherence (Monthly 2025 and 2026)

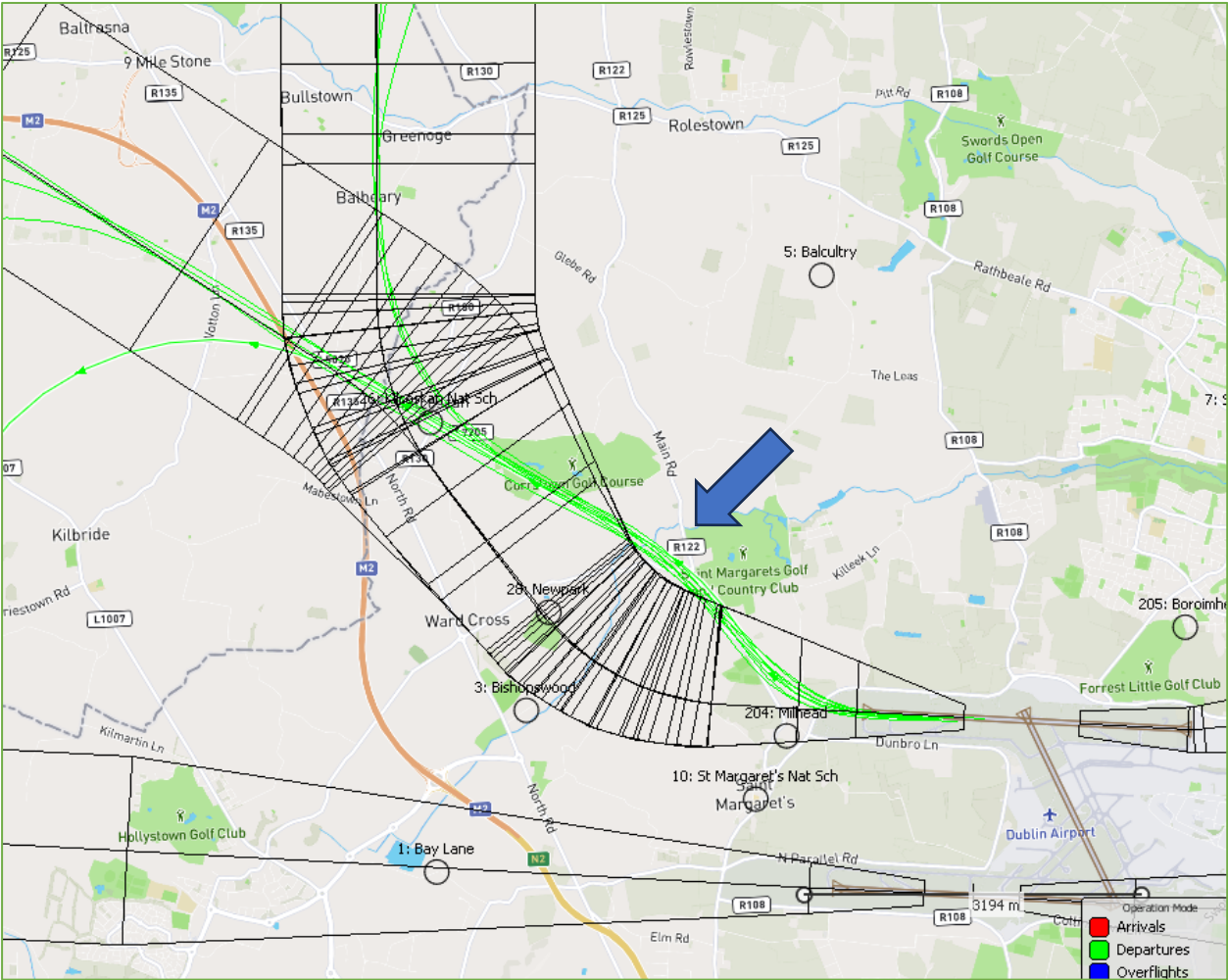


- Track Adherence refers to jet aircraft departures that remain within the NPR up to the minimum height.
- Both runways are displaying a high level of track adherence (over 90% for North Runway westerly and 100% for South Runway westerly and easterly).
- Further work is underway on improving track adherence which will include the implementation of a tool which can be used by AirNav Ireland and airlines to track and manage deviations and conduct detailed investigations into individual deviations.
- Note: North Runway easterly and Cross Runway operations are too seldom used to warrant reporting.

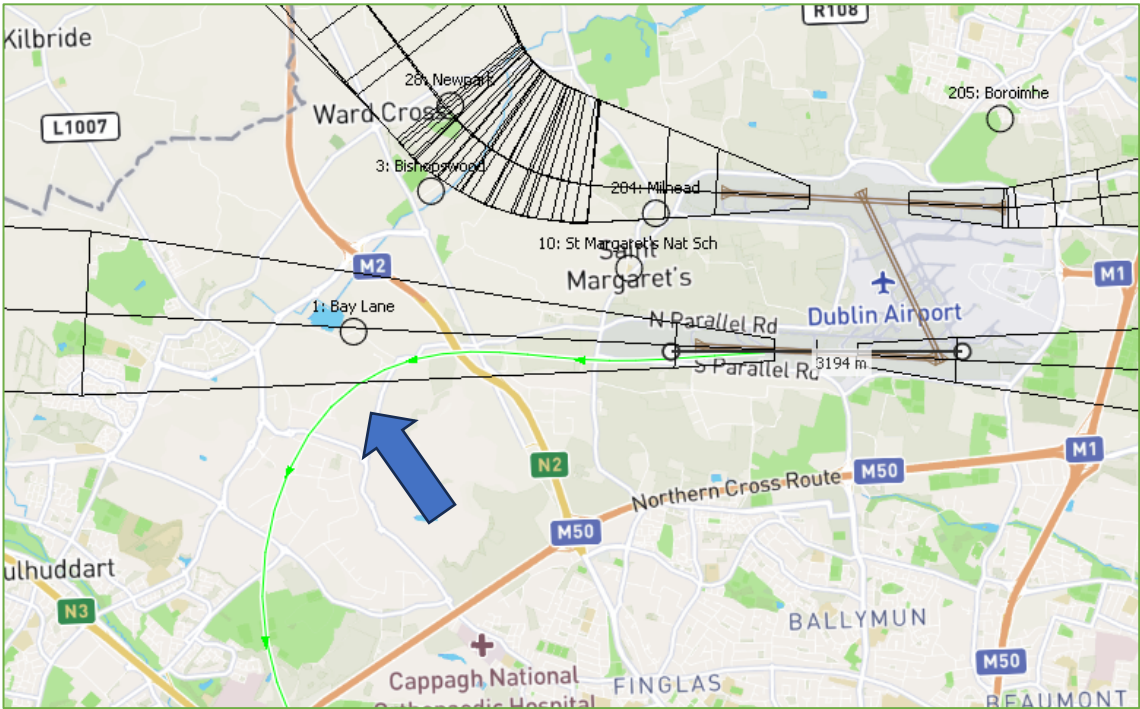


Departure Runway	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
10R (South Runway)	99.9%	100%	100%	100%	99.9%								
28L (South Runway)	99.5%	100%	99.9%	100%	99.8%								
28R (North Runway)	89.3%	90.5%	90.2%	91.1%	93.1%								
Total Airport (2026)	94.8%	95.5%	93.2%	96.0%	96.0%								
Total Airport (2025)	93.3%	96.0%	94.8%	97.4%	96.7%	94.0%	93.7%	94.9%	93.5%	94.4%	93.6%	95.1%	94.8%

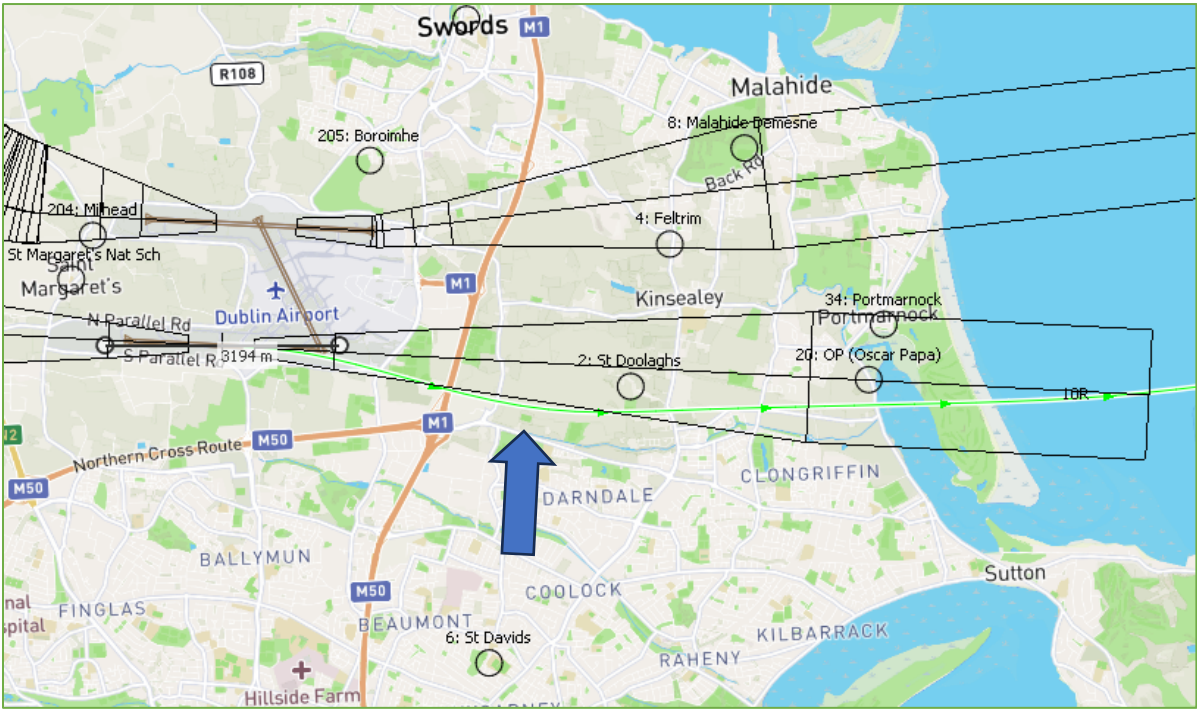
Track NPR Deviation Examples – North Runway (RW28R)



Track NPR Deviation Examples – South Runway



A jet aircraft departed the South Runway heading west and then turned left (southward) not far after the M2 motorway before reaching 3,000ft.



This jet aircraft departed the South Runway heading east. It deviated from the NPR for a short distance and then returned to the corridor, to continue on the correct path.

End

**For further information, please visit
our website:**

www.dublinairport.com