

**Question for written answer E-000448/2021
to the Commission**

Rule 138

Clare Daly (The Left)

Subject: Competent authority for Dublin Airport

Regulation (EU) 598/2014 requires all Member States with a major airport to designate a competent authority as the independent noise regulator. The Aircraft Noise Competent Authority (ANCA) was appointed as the competent authority for Dublin Airport for the purposes of Regulation (EU) 598/2014 in 2019. The impartiality of ANCA has been a concern from the outset.

The Dublin Airport Authority (DAA) is currently in the process of seeking planning permission to remove the night-time operating restrictions that were imposed on the airport in 2007, because night-time aircraft noise was disturbing local communities. Pre-planning documentation for this application shows that ANCA has been consulting with the DAA since September 2019, while excluding other stakeholders.

Under the Aircraft Noise (Dublin Airport) Regulation Act 2019, when a noise problem has been identified, the competent authority must define a Noise Abatement Object (NAO). The NAO sets out rules for addressing aircraft noise. The pre-planning documents show that ANCA presented the daa with a candidate Noise Abatement Objective and sought their feedback on it, and also held a workshop on the Noise Abatement Objective to which no other stakeholders were invited.

Does the Commission think that this is an appropriate way for a competent authority to carry out its functions?