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daa  
Head Office: Dublin Airport, Ireland.

## Meeting Minutes

**MEETING:** Dublin Airport Environmental Working Group

**LOCATION:** Air Traffic Control Centre, Dublin Airport

**DATE:** 15<sup>th</sup> March 2017

**APOLOGIES:** Sandra Curtin, Royal Oak Residents Association  
Caroline Molloy, Santry Community Resources Centre  
Patrick Fagan, Omni District Residents Association  
Cllr. Brian McDonagh, Fingal County Council  
Siobhan O'Donnell, daa



### ATTENDEES:

Name	Position/Organisation	Initial
Dr. Danny O'Hare	Chairperson	DOH
Cathaldus Harten	Fingal County Council	CH
Maire O'Brien	Portmarnock Community Association	MOB
Helena Merriman	St. Margaret's Concerned Residents Group	HM
George Mongey	Swords Tidy Towns	GM
John Harris	St. Margaret's The Ward Residents Group	JH
Myles Caulfield	River Valley Rathingle Residents Association	MCD
Cllr. Anne Devitt	Fingal County Council	AD
Paul McCann	Irish Aviation Authority	PMC
Andrew Smith	Offington Residents Association	AS
Gerry Duggan	Malahide Community Forum	GD
Maura Cassidy	daa	MC
Martin Doherty	daa	MD
Ciaran Moore	daa	CM
Emer Tierney	daa	ET
Angela Flynn	daa	AF
David Charles	Bickerdike Allen Partners (BAP)	DC

No.	Item	Responsible
1.	The minutes of the previous meeting were approved and signed by the Chairman	
2.	Request that the minutes be circulated within two weeks of the meeting; MC to circulate within two week timeframe	MC
3.	<p>DC presented information on Airport Noise Monitoring (it should be noted that due to a technical issue, the information could not be seen at full screen); attendees raised a number of queries in relation to this:</p> <ul style="list-style-type: none"> <li>• <b>JH</b> queried if Lamax levels could be provided for a specific hour in the morning e.g. 6 – 7am; DC advised that Lamax information does not relate to how busy the air is but actual aircraft events</li> <li>• <b>JH</b> queried what background noises are captured; DC advised that traffic, for example, would not be captured</li> <li>• <b>GD</b> queried the reasoning and logic behind using day time contours rather than night time contours</li> <li>• <b>MCD</b> advised that in Hounslow, London 55dB triggers insulation and he went on to question why a borough would implement such a measure; DC advised that the borough is calling on Heathrow to implement this measure but the borough would not be implementing it; The North Runway planning condition of 63dB matches the UK’s threshold</li> <li>• <b>JH</b> questioned if the 15° deviation for North Runway will be picked up by noise monitors in the vicinity of the airport; DC confirmed monitors will be in place and some are already in place in anticipation of this e.g. Bishopswood will pick up North Runway straight departures to the west</li> <li>• <b>MCD</b> queried where the results from the monitor in River Valley are; DC advised that the presentation was concentrating on the outputs of the permanent monitors around the airport and the monitor in River Valley was a temporary monitor, the results of which are being collated for the EIS</li> <li>• <b>GD</b> stated that the presentation would be far more relevant if it was circulated before the meeting; MC advised that daa would prefer that BAP present the information first, to avoid any misinterpretation of the information; DOH advised that the presentation will be circulated after the meeting and then a full discussion could be organised</li> <li>• <b>AD</b> requested figures from the monitors in Balcoutry and Artane; MD advised that this information will become available as BAP currently working on reports for the second half of 2016</li> <li>• <b>DOH</b> requested that DC explain the difference in decibel levels; DC explained that a 10dB difference would be substantial and the height of the ground also has an impact on the levels</li> <li>• <b>MOB</b> stated that towards the Portmarnock coast, residents were of the understanding there was a noise level of 65dB there, however the information in this presentation indicates that it is 70dB; MD advised that the presentation was an average of the Lamax levels and not the LAeq levels</li> <li>• <b>GM</b> queried if Fingal County Council have a view on this technical data – how will residents know that the data is compliant; MD advised that there is a regulatory framework present for noise mapping and noise planning and Fingal County Council have signed off on the noise data relating to the planning conditions of North Runway</li> <li>• <b>MCD</b> requested data from the noise monitor that was located at the Holy Family School; MD advised that BAP are compiling this information as part of the EIS however, daa will come back to MCD on this request</li> <li>• <b>MCD</b> queried if atmospheric conditions and residing at a higher level than the airport affects noise; he advised that a 787 aircraft created several minutes of noise that echoed around his property recently; DC advised that an aircraft gets its power from air and if this air is hot and thin then it gets harder for the aircraft to function hence why countries in the Middle East, for example, have longer runways – air absorbs sound but it is not a</li> </ul>	<p>MC</p> <p>MD</p>

	<p>linear relationship and relates more so to humidity</p> <ul style="list-style-type: none"> <li>• <b>JH</b> questioned if there is a requirement for more monitors around the airport; DC advised that there is good basis of monitors at Dublin Airport at the moment but when North Runway is up and running, the number of monitors may be reviewed</li> <li>• <b>MC</b> advised that the locations of the permanent noise monitors follows international best practice and there is a greenbelt around the airport that many other airports do not have</li> <li>• <b>DOH</b> requested that the presentation be circulated by the end of March; questions from DAEWG members can be submitted up until the end of April and responses from the relevant parties should be provided by the end of May. The next DAEWG meeting is then scheduled for June</li> <li>• <b>GD</b> circulated information he had recently presented to the Malahide Community Forum which indicates that Gatwick's noise contours are 40% larger than the same contour in Dublin and requested an explanation as to why there is such a difference; daa will investigate this request and revert back to the group at the next meeting</li> </ul>	<p>MC/All</p> <p>MD</p>
4.	<p>CM presented the noise and flight track monitoring report from Dublin Airport:</p> <ul style="list-style-type: none"> <li>• <b>JH</b> queried what the procedure is when an individual makes a complaint; CM advised that every complaint is investigated and depending on the complaint IAA, daa or the pilot is consulted and relevant action is taken; information on the procedure is available on the Dublin Airport website and will be circulated to the group</li> <li>• <b>AS</b> advised the phone number for complaints used to be quoted in the Dublin Airport Community Newsletter but was not on recent editions; CM advised that the number will be available in the next issue of this newsletter</li> <li>• It was noted by a number of attendees that there is a low number of residents making a formal complaint even through the internet traffic and verbal complaints within individual groups is high; PMC advised that adverse weather conditions affects the turning of the aircraft and this is the route cause of the majority of the complaints – safety of the passengers and aircraft crew has to be paramount at all times</li> <li>• <b>JH</b> queried if the safety zones will be modified to include the 15° deviation; MD advised that work on the EIS is encompassing a hazard assessment which will take this information into account</li> </ul>	<p>CM</p> <p>CM/MC</p>
5.	<p>ET presented the Air Quality Report:</p> <ul style="list-style-type: none"> <li>• <b>GM</b> queried why one particular air monitor was off line so frequently; ET advised that daa have upgraded some parts and equipment and have introduced a procedure to monitor it every day now to ensure it does not go off line in the future</li> <li>• <b>GM</b> questioned what the plans are for monitoring when North Runway becomes active; MD advised that a full air quality assessment is currently being undertaken and this will indicate if monitoring has to be expanded in any area due to North Runway</li> </ul>	
6.	<p>ET presented the Water Quality Report:</p> <ul style="list-style-type: none"> <li>• <b>GM</b> questioned where the surface water of the airport flows to; MD confirmed it flows west to east to Baldoyle Bay but depends on the catchment area</li> </ul>	
7.	<p>Additional items discussed:</p> <ul style="list-style-type: none"> <li>• <b>MOB</b> queried what the impact of Brexit might be on airport traffic; MC advised that the effect was unknown at this point</li> <li>• <b>PMC</b> requested that attendees highlight to their individual groups, the ban on drones within a 5km radius of the airport; PMCN to provide a map of 'no drone' areas which can then be placed on the Fingal website</li> <li>• <b>CH</b> outlined the planning applications received by Fingal County Council in relation to Dublin Airport</li> <li>• <b>GD</b> stated that as part of the planning conditions relating to North Runway, daa paid Fingal County Council €21.5m for infrastructure works; GD queried how much of this fee has been paid and what the money has been spent on; CH advised he would follow up on this query</li> </ul>	<p>PMC</p> <p>CH</p>

	<ul style="list-style-type: none"> <li>• <b>MCD</b> queried if all the existing terms and conditions of the original grant of permission are still in place following the grant of Extension of Time; CH confirmed that the existing conditions remain</li> <li>• <b>JH</b> queried why trucks cannot go down the road near the roundabout towards Kilshane Cross; MC advised that the construction traffic routes were agreed and approved previously with local communities</li> </ul>	
<b>8.</b>	<b>DOH</b> thanked DC for the presentation and all those that attended the meeting	