



WELCOME Page 2

This old political party slogan applies perfectly to the current situation at Dublin Airport. During 2006 there has been frenetic activity across the entire airport campus as the DAA's 10-year Airport Development Programme swung into action.

'Transforming Dublin Airport' is the theme of the €2bn development programme and over the next few years, local residents, passengers, and airport staff will see Collinstown transformed for the better

Although it is a 10-year programme, a huge amount of work is already underway. A journey of a thousand miles begins with a single step and the first steps of Dublin Airport's €2bn upgrade have now been taken. More than €100m was invested by the Dublin Airport Authority (DAA) in transforming Dublin Airport in 2006 and that level of spending is set to increase dramatically over the next three years

A total of 52 separate construction projects were started at Dublin Airport this year. Starting a project can mean carrying out a feasibility study or beginning work on a planning application and the projects themselves range from the huge - such as T2 and Pier E - to the relatively small - such as the planned new airside restaurant. Of that total of 52 separate upgrades and improvements to the airport, 18 projects actually started on site during 2006 and 10 projects were finished during the year.

The two most high profile projects completed during the year were the new Temporary Boarding Gates close to Pier A and the re-configuration of the departures floor of the existing terminal building. The Temporary Boarding Gates were delivered on time, within budget and without a single major reportable accident and have been welcomed by the DAA's airline partners. Meanwhile moving the Bank of Ireland from the departures floor has also been welcomed by the travelling public as it creates more space and light in a very busy area of the airport.

The DAA's capital projects team and its external partners have also been very busy on the planning front this year. Planning permission was achieved for the parallel runway earlier in the year and this development was the subject of an oral hearing in September, the outcome of which is likely to be known within the next few weeks.

The plans for T2. Pier F and the associated infrastructure and upgrades were unveiled in late August, T2, which is a 75,000 square metre facility, will cost €395m and the total project. which includes Pier E. apron works, new kerbs. a major revamp of the airport campus roads network and a utilities upgrade will cost just over €600m.

The planning application for the T2 project was submitted to Fingal County Council on 31st August. A public exhibition on the plans for T2 was held in late September and the planning application was approved (with 43 conditions) by Fingal's planners on 25th October.

A number of appeals have recently been lodged in relation to the T2 development - including a first part appeal by the DAA - and this project may also be the subject of a future oral hearing by An Bord Pleanala. The DAA was quick to welcome the swift planning decision by Fingal County Council and those conditions which it has itself appealed relate principally to issues of clarification or matters over which the company does not have direct control. Subject to planning permission, it is hoped to begin construction of T2 in the second quarter of 2007. The new terminal is due for completion in autumn 2009.

The existing terminal is also to be upgraded in the short term and the DAA is close to finalising plans for an extension at the northern end of T1. The extension would provide more check-in desks, extra space for passengers and some additional retail space.

Meanwhile the basement of the existing terminal is currently being transformed into a new lowe ground floor check-in area. Area 14 will have 25 check-in desks and will be able to process up to 4 million passengers per year. The creation of the new check-in area will ease congestion on the existing departures floor and help to meet the demands of the DAA's airline customers, which are currently adding many new routes out of Dublin.

Another project close to completion is the new

coach park being built at the rear of the existing multi-storey car park. The project will create a new dedicated location for buses and coaches that will help improve the passenger experience at Dublin Airport. More than 700 buses per day use Dublin Airport and moving the bulk of them away from the arrivals road will ease congestion

The work on the new bus and coach park is being undertaken at the same time as a major revamp of the short-term car parking facilities. The current central ticketing point for short-term, close to the roundabout on the main approach to the terminal, will be dismantled and in future tickets will be issued as motorists enter each of the multi-storey blocks. Barriers will be placed at the exit to each block so that the area behind the multi-storev can now be opened up to buses and traffic

The largest project currently on-site is Pier D, a new €120m boarding gate area being built at the northern end of the existing airport campus. The steel structure for Pier D has been more than half completed and glazing work has now started. The outline of Pier D is now clearly visible and the rapid progress of the project can be seen on a daily basis. Work on the Pier D project can also be seen in front of the Old Central Terminal Building as a new elevated walkway is being built to connect Pier D to the rest of the airport.

Two large concrete bridge supports have been erected in recent weeks and the temporary steel support for the bridge is also being put in place.

Pier D is a two-storev building that will have 12 boarding gates serving 14 aircraft stands. Departing passengers will wait in lounges on the first floor, and then descend to apron level to board the aircraft. Arriving passengers will enter the pier and remain at ground level. The new pier is due to open in the autumn of next year

The task of Transforming Dublin Airport is now underway and as we make progress on a wide range of projects over the coming months and years the DAA will continue to keep the local community informed about what we are doing, and why it needs to be done.

Paul O'Kane is Communications Manager for the Airport Development Programme at Dublin Airport



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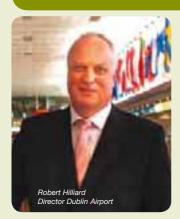


CHRISTMAS CROSSWORD Page 8



your airport

Welcome ...



Welcome to the latest edition of Your Airport, Dublin Airport's community newsletter. Much has happened at the airport since our last edition, and I sincerely hope that you find the information in this newsletter both helpful and informative.

We have just had our busiest Summer on record, successfully handling more than 14 million passengers during the peak season from April to October. The Summer was not without its challenges though, as the airport reached a significant milestone in June with over 2 million passengers catered for in that month alone; this trend continued in July, August and September. Airports in Europe and beyond were faced with another challenge following the threat from liquid explosives uncovered in the UK in August last. Thankfully, disruption at Dublin Airport was kept to a minimum.

Aside from handling the day to day operational challenges, considerable work is continuing on developing the airport and planning for the future. Work is continuing on Pier D, the steel frame is complete and construction workers will soon begin the task of putting the "flesh" around the steel bones of the new building. The new pier will open next autumn. The transformation of a large area below the Arrivals Hall into our new check-in area 14 is really taking shape, and will be completed by the end of this year. Check-in area 14 will provide us with 25 new check-in desks and much needed extra capacity to cater for the growing number of passengers travelling. We expect that Rvanair will move into Check-in

Recently, Fingal County Council granted planning permission for Terminal 2 and associated facilities including Pier E. T2 will

provide much needed capacity for up to 15 million passengers and parking for up to 19 aircraft. While the DAA welcomes the granting of planning permission for T2, upon closer examination of a number of the conditions attached to the permission, the DAA has now lodged an appeal as in our view some of the conditions are unnecessary. A total of 43 conditions were attached to planning permission granted by Fingal County Council last month.

In late September and early October An Bord Pleanála held an Oral Hearing into the proposed runway at Dublin Airport, and their decision is expected in the New Year.

We celebrated a momentous occasion recently when, for the first time, we welcomed Dublin Airport's 20 millionth passenger during one year. Final end of year passenger numbers are expected to surpass the 21.4 million mark, representing growth of around 15% on 2005.

New EU Aviation Security Regulations came into force on the 6th November last with significant implications for passengers with hand luggage. Whether you are a frequent or infrequent traveller I would ask you to become familiar with these regulations before you come to the airport. The regulations are set out later in this edition, and you can obtain more detailed information on our website www.dublinairport.com

Recently, I attended Fingal Development Board's conference on the sustainable development of airports. The conference was well attended and included presentations from many leading figures in the aviation industry from both at home and abroad. The local action group UPROAR gave a presentation on airport development from its perspective. We know that, whilst it is clear that the development of the airport is necessary to provide much needed airfield and terminal capacity, we must also develop the airport in a sustainable way. We engage in continuous dialogue so that a mutual understanding between the airport and the local community is developed, to help realise the sustainable development of Dublin Airport. This dialogue is helped with ongoing meetings of the Dublin Airport Stakeholders Forum. Our Community Affairs Department is also always available to meet with any local resident or group.

If you would like to share your thoughts with us on this important area, or if there are any other airport topics of interest to you, please contact us by email to your.airport@dublinairport.com

Finally, as we come to the end of a busy 2006, I wish you and your family a very Happy Christmas and a peaceful New Year.

EDDE VIMMA ON

Robert Hilliard

Runway Rubber Removal

With over 186,000 aircraft movements, landings and take-offs, taking place annually maintaining Dublin Airport's runway system is vital to the safety of passengers, aircraft and the airport.

Safety is paramount in air travel and airport management and great care must be taken to maintain the available friction between aircraft types and a runway surface. Modern jet aircraft, with their high landing speeds, requires that runway surface is maintained so that no contamination is allowed on pavements which effect the landing or take-off distance required. Any contamination such as ice, snow or rubber, which might cause the runway to become slippery, must be reported to pilots and the contamination must be removed.

Adequate runway friction is needed for the following reasons:

- Aircraft need to decelerate after landing or indeed in rare cases following a rejected take-off
- Aircraft need to maintain directional control on landing or take-off, particularly with wet runway and a cross wind
- Aircraft also need to achieve main landing gear wheel spinup to activate automatic brake/landing mechanisms



In order to test runway surface conditions DAA carry out regular monitoring of runway friction. The device used at Dublin Airport is a continuous friction device. This device is towed along the runway at a set speed with water applied in front of a special tyre in order to achieve a measurement which would equate with a wet runway condition. This data helps to decide on when the runway needs to be cleaned as a result of rubber build-up due to the high speed landing by aircraft.

At Dublin Airport, due to increasing numbers of aircraft landings, rubber removal is carried out approximately four times each year. A special machine is used to remove approximately 6 tonnes of rubber from the pavement. The large machine consists of a rotating cleaning head whish directs a low volume of water at high pressure, 900 bar, at the rubber on the runway surface. The rubber and the water is then sucked from the surface and deposited in a tank in the back of the machine. This method insures that all material is collected and no rubber is allowed to enter surface water courses.

The machine must complete the cleaning at night due to operational reasons, and an area of approximately 27,000sqm requires rubber removal over three or four nights.

The rubber is removed using high pressure water only – no chemicals are used and waste rubber is collected for later disposal

Maintaining safe operational conditions are important but so too is environmental concerns. The entire cleaning process uses clean water at low volumes but high pressure. The resulting waste waters are collected and treated to remove rubber deposits. The recovered rubber sludge is then removed for authorised disposal in an environmentally friendly way.



Wildlife and Landscapes at Dublin Airport

By Victoria Carroll, October 2006

Dublin Airport covers a significant surface area (approximately two and a half thousand acres) ranging from undisturbed pastures, managed airfield grasslands, landscaped landside gardens, airfield/apron/carpark pavements, and the built environment - each requiring different management techniques. Every area therefore has different characteristics that lend themselves to supporting a variety of different wildlife populations and/or making the airport an attractive gateway into the country for passengers and staff alike.

The grasslands on the airfield make up the largest single land type comprising an area of approximately 750 acres, but rather than be a mix of all types of grasses, the types used on the airfield are carefully selected to be Tall Fescue with some Italian Rye grass. This is because aviation safety is the primary concern in operating Dublin Airport, and something as simple as choosing the right plants for the airfield can make a huge difference to how animals behave around the site. For example, if the grass is cut too short then birds and animals (like rabbits and hares) might want to forage for food while keeping a watchful eye out for predators. If the grass is too long, then birds and animals might want to nest or shelter hidden from sight - and these in turn could attract larger animals like foxes and hawks. Any of these creatures could damage an aircraft taking off or landing if it decided to fly across the path of the plane or dart across the runway. So the issue of bird hazard/wildlife strikes is managed through a strict grassland management programme which uses the natural characteristics of the plants themselves to discourage animals from this important part of the airport. But this does mean there is a lot of grass to cut - equivalent to around 15.000 back gardens

"The song of a river ordinarily means the tune that waters play on rock, root and rapid ... This song of the waters is audible to every ear, but there is other music in these hills, by no means audible to all ... On a still night, sit quietly and listen ... Then you may hear it - a vast pulsing harmony - its score inscribed on a thousand hills, its notes the lives and deaths of plants and animals, its rhythms spanning the seconds and the centuries." Aldo Leopold

Dublin Airport closely monitors bird activity in the Fingal area from the estuary coast right the way inland for migratory patterns, over-flying routes and nesting sites and then coordinates natural yet effective mitigation techniques. Building works within or adjacent to the airport must also be carefully managed to avoid open skips, exposed waste facilities, soil stockpiles and litter which can attract animals and birds.

Outside the airfield itself, there is a significant area of pasture land that has been left undisturbed where the local wildlife can flourish. Along with the natural mixes of grazing fields and meadows, the Dublin Airport Authority carries out an ongoing hedgerow management programme to maintain and rejuvenate the many kilometres of hedgerows which provide homes and shelter to an abundance of different forms of wildlife including small birds (such as wrens, hedge-sparrows, chaffinches, blackbirds and song thrushes); insects, butterflies and moths; pygmy shrews and field mice; rabbits, hedgehogs and badgers; all of which live on the assortment of plants,



flowers and berries - such as hawthorn, blackberry, elders, honeysuckle, ash and crab apple bushes. The hedgerows are in themselves miniature nature reserves which also serve practical functions by acting as windbreaks for livestock grazing in the fields.

There are six different watercourses flowing within the grounds of the airport. The margins along a stream can sustain an abundance of aquatic species and wildlife, and so are the mainstavs of the natural environment. As well as monitoring the quality of the streams, the Dublin Airport Authority also looks at the biological health of the water systems by surveying the macro-invertebrate life in the channels - the abundance of diverse aquatic species tells you how healthy a stream is. Creatures vary from young aquatic stages of insects, shrimps, crustaceans, leeches, snails, beetles, water bugs right up to small fish/minnows, eels and frogs - these provide food for ducks and waders, and other mammals that live in the river banks at Dublin Airport.

Elsewhere at the airport there is a variety of wildlife which co-exists in and around the horseshoe of buildings as you enter the airport. Very small birds live in and amongst the ivy on many of the buildings, including Bullfinches, Chaffinches, Robins, Blue Tits and House Martins - they rarely stray from the protection and shelter of the buildings and so rarely stray out towards the airfield. This is probably wise; as there are some cats that live around the terminal complex and help us keep the mouse population in check! Some of the cats were tame enough to be re-homed, but some are feral and steer clear of people. In some of the trees we have families of squirrels that will jump down and romp around looking for the nuts they stashed away last winter

The Dublin Airport Authority (DAA) has its own canine unit and the pack of highly trained dogs help to maintain security at Dublin Airport. These handsome German Shepherds are strong and fearless, and utterly loyal to their masters. Dogs are also used within the Terminal as part of the baggage screening process such is their skill and strong sense of smell.

That said, one of the pluckiest of characters at Dublin Airport is our resident rooster called 'Willie'. He has been living here for at least ten years, and crows every morning as staff come into work.

Landscaping is a key part of making the airport a welcoming place to visitors and a pleasant place to work for staff, so the Gardening Section in the DAA work throughout the year (in rain and shine) to provide colourful displays and a variety of plant species. However, they do this within the confines of a highly regulated environment - plants and trees must be carefully selected to minimize the risk of encouraging unnecessary hazards to aviation safety - particularly bird hazard and animal strikes. We try to provide a good balance between those

species which support safe forms of wildlife, and at the same time are pleasant and attractive to look at from a humanisation perspective

The Gardening Section develops an annual programme for the flowerbeds throughout the airport campus with special consideration of the colours, heights, shapes and arrangements of blooming flowers and foliage to ensure attractive and interesting displays throughout the seasons We are also actively involved in sourcing plants and products locally. These lands are continuously maintained by the Gardening team who are dynamically involved in ensuring best practise and proactive about continuous improvements to the environment which also includes environmentally conscious practices, for example using environmentally-friendly contact herbicides only where necessary, and on site garden composting/bark mulching

"All the wildlife of the woods, the insects, birds, and animals, are well aware of your presence no matter how softly you may tread, and they follow your every move although you cannot see them."

Thalassa Cruso

We compost green foliage on site to mix in to the soil to enrich the earth and improve the soil structure and texture - thus encouraging strong plant growth. This has also reduced the need to apply artificial fertilisers, and puts indigenous nutrients back into the ground thereby completing the organic cycle. We shred prunings from the site to apply directly to the top of the beds as bark chippings to act as a natural weed suppressant (meaning we can further reduce the use of herbicides) and improves the visual appearance of the flowerbeds. In doing this we have reduced the need to source and buy bark externally. These practices have eliminated the need to dispose of green waste to outside disposal facilities, which has resulted in reduced waste disposal and reduced impacts of heavy vehicle movements and transportation.

The landside landscape is also enhanced with numerous sculptures and statues while the internal environment is made comfortable and pleasing with art celebrating Irish culture and heritage, scientific achievements and environmental scenes. Throughout the year, special dedicated illuminated displays are put up for holiday seasons and celebratory events to welcome everyone to Dublin Airport.



Dublin Airport Authority provides continued support for Naomh Mearnóg GAA Club

The Dublin Airport Authority (DAA) has a long association with Naomh Mearnóg GAA Club through sponsorship agreements dating back over 12 years.

This year, we were delighted that our sponsorship agreement with the DAA was extended for a further 3 years.

Initially, the sponsorship agreement was set up between the Camogie section of Naomh Mearnóg GAA Club, however the DAA extended their sponsorship to become the club's main sponsor.

Sponsorship support provided by the DAA has proved invaluable to our club and has seen a huge rise in numbers in the Nursery Academy and Juvenile sections in particular. In addition, the club were able to appoint a full time coach, Paddy Gorey, to the nursery and underage section.

Paddy, a Dublin native but with strong country roots, was appointed by the club to take full charge of coaching at underage level. Paddy has now developed a very good relationship and association between the Club and all the schools in the parish at both primary and post primary levels.

Over the past year the Club has experienced a record number of children participating in both Easter and Summer camps. Throughout the Summer months, camps were organised to cater for those with a particular interest in hurling, football, ladies football and camogie.

Over the past number of years Naomh Mearnóg GAA Club has undertaken a massive development programme culminating in a floodlit, all weather, pitch and the development of 3 new sand based pitches.

When the development programme is completed the club will have the finest playing facilities, not only in Dublin but throughout Ireland.

Donal Power

Naomh Mearnog GAA Club Committee





St. Margaret's GAA Club

Dublin Airport has been associated with St. Margaret's GAA Club for several years and are now proud to act as their main sponsor. St. Margaret's has been in existence since 1908 and currently facilitates adult, under 12, minor, juvenile and ladies teams.

The club has also established a Grasshoppers Section which caters for boys and girls between the ages of 5 and 9 and this has proved a tremendous success. They train every Saturday morning where the emphasis is on fun and the basic skills of Gaelic Games

Our photographer went along one Saturday morning recently to see the Grasshoppers in action and as they say a picture paints a thousand words.

Dublin Airport Sponsorship Programme

The Dublin Airport Authority's sponsorship programme is very focused on our neighbouring communities and priority is given to requests from those communities which are very local to the airport.

The aim of sponsorship is to benefit the community as a whole and therefore sponsorship is not granted to individuals.

Our sponsorship programme is aimed at promoting excellence in youth through sport, music, the arts, working in the community and to groups working with the elderly or on projects to improve the environment.

Bird Control at Airports

Birds took to the air about 150 million years ago and humans in the last 100 years began to share space with them. At times aircraft and birds, while sharing the same space, can collide. In aviation terms this is otherwise known as a bird strike.

The bird strike problem is not new, as Orville Wright reported a bird strike five years after he completed his first flight. The first fatality occurred in 1912 when a bird became entangled in the primitive controls of Calbraith Rogers's aircraft.

Since that date the skies have become more crowded with civil aviation and interestingly with a corresponding increase in bird population

It has been estimated that, internationally three quarters of all recorded bird strikes occur at airports. Therefore airports must make a significant attempt to control the presence of birds on the runway, taxiway and generally on the aerodrome.

There are a number of reasons why birds are attracted to airports including the following:

- Grassland is seen as a potential source of food
- Flat open areas allow the bird to observe predators from a greater distance

 Flat areas, such as runways, allow birds to rest and indeed it has been suggested that warm pavements present a pleasant loafing area after feeding.

If birds are attracted to airports, controls must be put in place to reduce the risk of bird strikes. In worldwide aviation, bird collision with aircraft and ingestion into engines inlets, present safety hazards and financial loss through equipment damage, loss of service and disruption to operations.

Modern aircraft and engines have achieved a high level of reliability as manufacturers and airlines continue to strive and achieve remarkably high levels of safety with air travel being safer than a car journey. Airports also help to maintain this high level of safety by controlling hazards such as bird strikes.

The measures undertaken at Dublin Airport include a twenty-four hour bird control presence to monitor and scare birds away from the airfield. Methods employed include recorded distress call for each species of bird that may visit the airfield. These distress recordings tend to attract birds to investigate the source of the calls and then a trained bird control person will use a pyrotechnic device to scare the birds away from the airfield. The pyrotechnics, when fired by a trained person, produce a loud noise and a bright flash, which is very effective at removing birds.

One of the most effective methods of bird control is habitat management. Habitat management consists of maintaining a

long grass policy in relation to grassland. There is 750 acres of grasslands at Dublin Airport. People may have observed the height of the grass, approximately 225mm, when flying from the airport. The long grass height deters birds, especially the most hazardous species such as black-headed gulls and plover from entering the grasslands, as they cannot observe predators due to the height of the grass. It is interesting to note that as a result of the

It is interesting to note that as a result of the managed height of the grassland, Dublin Airport is home to some small bird species such as meadow pipit and skylark, which are becoming less common in Ireland due to changes in agriculture. However, due to the very small size of these birds, they do not pose an aviation problem.

It is important to understand bird species and patterns at Dublin Airport and in this regard all birdstrikes at Dublin Airport are fully recorded. In addition, all birds involved in aircraft collisions are collected and stored in a deep freezer. An ornithologist carries out a forensic examination on the bird remains, to identify the species and to advise on any actions, which may be required with a particular species.

Aircraft are sometimes struck on approach and in this case any remains are collected for identification. With advances in DNA analysis,

Bird scaring is carried out regularly by the Airport Police Fire Service and is vital to the safety of aircraft at Dublin Airport



it is possible to identify a bird species even from the smallest samples of feather from within an aircraft engine. At Dublin Airport we have been able, with DNA analysis, to identify a number of very small samples obtained over the last few years.

In one incident an aircraft was struck over the Irish Sea and we were able to identify migrating duck as the species involved. The information was vital in understanding not only the bird species found on the airfield but also the patterns of migration and movement in approach areas into Dublin Airport.

Bird hazard control is an important aviation safety issue at airports but it is important that we understand that we now share the skies with birds and there is need to allow people to travel safely, while respecting wildlife concerns





Planning on flying from Dublin Airport soon?

If so, you need to read up on the new EU Aviation Security Regulations



Following the threat from liquid explosives uncovered in the UK in August last, a new EU security regulation came into force at all EU airports on the 6th November last. The new regulations have significant implications for passengers travelling with carry-on/hand luggage. It is important that all passengers familiarise themselves with these new regulations BEFORE coming to the airport.

The new EU security regulations state that:

- Only containers of 100mls or less of liquids, gels, pastes, lotions, cosmetics and contact lens solution may be brought through the passenger security screening points at ALL EU Airports.
- These containers must be carried in a transparent, re-sealable plastic bag.
- This transparent plastic bag must be presented separately to the security screening officers.
- There is a limit of one transparent bag per person.
- The volume of the transparent plastic bag may not be greater than one litre, 20cm x 20cm.

There are two exceptions to the above rules:

- 1. Baby food needed during the flight;
- 2. Medicines needed during the flight.

Exempt items must also be placed in a separate transparent re-sealable bag and presented separately at the passenger security screening area.

Liquids in containers of more than 100mls WILL NOT be permitted beyond the passenger security screening area. Consequently, all passengers with hand luggage of any description must remove these containers before entering the passenger security screening area.

The Dublin Airport Authority (DAA) strongly recommends, where possible, passengers to pack **ALL** liquids into checked-in luggage.

If it is absolutely necessary for passengers to carry liquids in carry-on/hand luggage then the EU security regulations must

The DAA has put in place a number of measures to help passengers comply with the new regulations such as:

 additional Customer Service Agents have been employed in the terminal building

- special preparation areas are set aside before the passenger security screening point to prepare passengers for the new change
- transparent re-sealable plastic bags are available during the introductory period for a limited time
- free phone number 1-800-250-180 has been set up outlining the new regulations
- information leaflets are being distributed to passengers throughout the terminal building and in the short and longterm car parks
- more detailed information and frequently asks questions are available on our website, www.dublinairport.com

As a result of the new EU regulations items in containers measuring more than 100mls are no longer permitted through the passenger security screening point. Unfortunately, this has resulted in many passengers surrendering valuable goods and gift items such as unopened bottles of whiskey, wine, champagne, cans of beer, perfume, body/hand lotions and make-up sets.

DAA staff came up with the idea of donating all the surrendered items to charity so that some good cause would benefit from the loss of goods handed in by passengers. Following an appeal on the Gerry Ryan Show for listeners to nominate a charity, the Carers Association of Ireland was ultimately drawn from the 'hat'

The Carers Association of Ireland provides 24 hour assistance and advice to over 150,000 full and part-time carers in Ireland.





Community Affairs Finds Its Place On The Web

After a recent restructure and redesign of the Dublin Airport web site www.dublinairport.com the site now has a new section titled Community Affairs. For some years now, the airport has provided its partners, suppliers and primarily its passengers with a website that offers information on where we are, what we do, and how best to use our services. Now the local communities can join in, or should we say log in to gain information relating to airport issues that may concern them.

The Community Affairs area, which is located in the 'About Us' section, contains information that will directly relate to communities based in and around the airport complex. The section, which we expect to grow over the coming years, covers three main sections.

The first, **Aircraft Noise**, offers the user background information on the area of aircraft noise, breaks down the noise terminology into understandable phrases and allows you to make a noise complaint on line.



The **Proposed Parallel Runway** is the second main area. In this section users can keep up to date on the latest developments concerning the runway project, view proposed images and look at the project timeline.

The area also keeps an archive of Your Airport Dublin Airport's Community Newsletter that can be downloaded and printed out at home. So the next time you are on the Dublin Airport website looking for flight information or at what is on offer in

the airport shops take some time and look at the Community Affairs section and keep up to date with what is happening in and around the airport.

Please feel free to give your views on the section via the contact us link on the site.

A day in the life of one of Dublin Airport's Trolley Agents ...

By Ciara Carroll - External Communications

Jude Dennis works in the Trolley section here at Dublin Airport. Having spent time doing work experience with the Airport Police, 23 year old Jude decided that a career at the airport was definitely for him.

Jude completed a successful interview in February this year, and began his job as a trolley agent, working two days a week at the airport and three days a week at Santry Hall training centre. He now works three days a week at the airport and spends two days at Santry Hall, and assured me that he definitely prefers it that way!

Jude's main place of work is undoubtedly one of the busiest areas at the airport, the Departures floor. Jude covers check-in areas 1-13. When the passengers have checked in their luggage, Jude collects the trolleys and returns them to the trolley bays around the terminal, ensuring that there are plenty of trolleys available for arriving passengers to use and that the Departures floor is kept clear of unused trolleys. Jude lives with his family in Santry in North Dublin, and makes his way to work every day on the 16A bus, which takes him directly to the airport. He has made lots of new friends at the airport and enjoys going on his lunch breaks with his friend and colleague, Emma.

Jude is in his 'dream job' at the airport, but other dream jobs include playing for Liverpool as he is one of their biggest supporters. He's no stranger to a soccer pitch, as he plays regularly as a striker for Santry Hall FC. Jude is very proud of the fact that he recently scored no less than five goals during a match against Coolock! In his spare time Jude listens to Westlife, the Pussycat Dolls, and is looking forward to a trip to X-Factor in March with his sister

Jude loves his job at Dublin Airport, and assured me his only career plan going forward is to 'stay right here!'





your airport

Proposed new runway update

An Bord Pleanála recently held a public enquiry in to the proposed new runway for Dublin Airport. The hearing took place over a three-week period from 26th September to 12th October, initially in the Gresham Hotel and then moving to the offices of An Bord Pleanála itself.

The hearing was an opportunity for all those appealing the original decision, granted by Fingal County Council in April last, to present

their case in a public forum to the Planning Inspector.

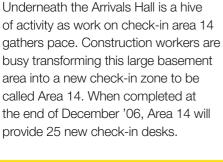
Issues such as noise, roads, surface water and other issues of concern were discussed in further detail by the Dublin Airport Authority, Fingal County Council and local community representatives at the hearing.

A decision from An Bord Pleanála regarding

the construction of a new runway at Dublin Airport will not be made before February 28, 2007. A decision was due on November 30, however An Bord Pleanála stated that, "due to the necessity to request further information, which the Board considers necessary to enable them to determine the appeal, the Board is not now in a position to determine the appeal before that date".









Come fly with me...

This year has been the busiest year ever at Dublin Airport not only in terms of passenger numbers but also in terms of the number of new routes and services.

Over 50 routes/services commenced during the year primarily to continental European destinations. Just to explain, a new route is a totally new destination served by either a new or existing airline. A new service is an additional flight(s) on a route already serviced by another airline.

In all, five airlines, new to Dublin Airport, commenced services this year, they are:

- Blue1, flying to Helsinki once a week
- Turkish Airlines, flying to Istanbul twice weekly
- TAP, Air Portugal, flying to Lisbon three times per week
- Bulgaria Air, flying to Bourgas three times per week
- Norwegian Air Shuttle, flying to Warsaw three times per week

Ryanair launched 29 new services, Aer Lingus launched 6 new services including Dubai and Aer Arann launched 4. Delta Airlines re-established themselves on the New York route while Continental Airlines added another aircraft to their New York service.

Dublin Airport now has 122 scheduled services operating to 161 destinations internationally.

St Finian's Get a Bird's Eye View

Recently, Dublin Airport welcomed 13 Leaving Cert Applied students from St. Finian's Community College in Swords as part of the 'Skills@work' programme.

On arrival the group were given an overview of the Dublin Airport Authority by Siobhan Moore, Manager External Communications. Following this they then visited the POD (where aircraft parking stands are allocated) situated on the roof of the terminal building itself, where the staff of Stand Allocation brought the group through the operation. Here the students had a bird's eye view of the entire airfield.

Select Service Partners kindly arranged a 'behind the scenes' view of their operation on the Mezzanine Floor, which was particularly beneficial as catering is one of the modules on the Leaving Cert Applied course.

The on-site visit was a great success with much interest and interaction among both students and airport staff.

Dublin Airport, as part of the Schools Business Partnership, run by Business in the Community, is linked with St. Finian's Community College in Swords.



Across

- 1. Rudolph (3-5,8)
- 9. King who tried to kill the baby Jesus (5)
- 12. People put their rubbish in one (3)
- 13. Gift token (7)
- 15. Glass slipper pantomime (10)
- 17. Large northern deer (3)
- 18. Christmas name (4)
- 19. Character in 'Friends' (4)
- 20. Cure for an illness (6)
- 21. It's sent at Christmas (4)
- 24. Up-to-date (3)
- 28. Nibbles on Christmas Day (4)
- 29. Animal in the stable where Jesus was born (3)
- 30. One of the Wise Men (6)
- 31. And 11 Down. It follows Christmas Day (6,3)
- 32. Young swan (6)
- 34. It is required for a White Christmas (4)
- 34. It is required
- 37. And so on (3) 38. See 8 Down
- 39. Las Vegas is the largest city in this US state (6)
- 40. Astronaut (8)
- 41. They are very excited on Christmas Eve (8)
- 42. It accompanies the turkey on Christmas Day (8)
- 43. Person in charge of a newspaper (6)

Down

- 1. Red-breasted birds (6)
- 2. A mate of Dasher, Prancer and Vixen (6)
- 3. These are opened first on Christmas morning (9)
- 4. It makes a Christmas room more attractive (10)
- 5. Night before Christmas (3)
- 6. Author who wrote 'A Christmas Carol' (7)
- 7. Colour of Christmas (3)
- 8. And 38 Across. They appear between two turtle doves and four calling birds (5,6,4)
- 9. It has bright red berries and glossy evergreen leaves (5)
- 10. Republic of South Africa, initially (3)
- 11. See 31 Across
- 14. Place where people may go to eat Christmas dinner (10)
- 16. Scandinavian country (6)
- 22. Fruit which may be found in a Christmas stocking (5)
- 23. Person in charge of making a movie (8)
- 25. 'Do They Know It's Christmas?' group (4,3)
- 26. Mary's husband (6)
- 27. Glittering Christmas decoration (6)
- 33. Space between objects (3)
- 35. Spider's structure (3)36. Young cow (4)
- 40. Winter sports equipment (3)

Fill in your details and send the completed entry to:

Your Airport Competition,

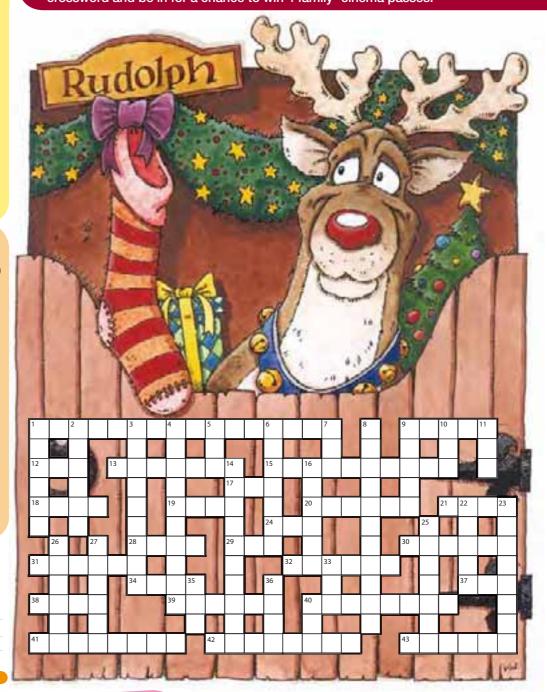
Communications Unit, Level 5, Dublin Airport.

Closing date for entries is the 31th January 2007

Name Address

Christmas Crossword

Why not take some time out over the busy Christmas period and try our crossword and be in for a chance to win 4 family* cinema passes.



Issue two Competition Winners

Congratulations to the following who took part and won our last 'Your Airports' competition:

Aisling Dunbar Aged 13 from Santry Kevin Mc Grath Aged 9 from Swords Katy Heron Aged 13 from Portmarnock Philip Lennon Aged 12 from Swords Thank you to all who took part. Editor: **Siobhán Moore**, External Communications Manager Compiled by:

Maura Cassidy, Community Affairs Manager Paul O'Kane, Communications Officer Ciarán Moore, Noise & Flight Track Analyst Ciara Carroll, External Communications Victoria Carroll, Air/Water Quality Manager

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^{*} Two adults and two children