

your airport

Dublin Airport's news for the local community



Introducing Dublin Airport's Newest Check-in Area

Check-in Area 14 is finished and ready for operation. Completed in just six months the area was transformed from a dull, storage area underneath the Arrivals Hall into an impressive and vibrant new check in area.

The new facility represents the first major piece of additional capacity for passengers using the terminal building. The capacity of Area 14 at 1,000 sq m is approx a quarter the size of the existing Departures Floor. Delivered on time

and on budget, at a cost of €15 million, Area 14 contains 25 new check-in desks. Area 14 has the capability to handle up to 4 million passengers a year thereby easing congestion considerably on the Departures Floor.

Aer Lingus will be the sole user of Area 14. Passengers flying on their Long-haul, Transatlantic, UK and London flights will check-in there.



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The Masts Go Up on Pier D's Walkway



The steel cables for the new Pier D suspension bridge were put in position recently. The cables allow the bridge to be suspended from the two huge masts that were erected a few weeks ago. The masts are 35 metres tall - more than half the height of Liberty Hall - and each mast weighs more than 26 tonnes. Each mast has an optical beacon at its tip as a warning to nearby aircraft. The Pier D bridge is part of an elevated walkway that connects the new pier with the rest of the passenger facilities at Dublin Airport. Pier D, which is a 15,000 sq metre new boarding gate facility, opens this autumn.

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Welcome ...



Robert Hilliard
Director Dublin Airport

Welcome to the first edition of our community newsletter for 2007.

It is an understatement to say that we had our most challenging year in 2006. Facilitating an additional 2.7 million passengers was the largest increase in passenger numbers in one year ever at Dublin Airport. And it almost seems like a cliché at this stage when we say, yet again, that this year will be the busiest year ever at the airport. We are anticipating passenger growth to be in the region of an additional 1.7 million passengers bringing the end of year traffic forecast to over 23 million.

The number of passengers expected to travel from April to October, our designated Summer schedule period, is quite astonishing with over 14.5 million travelling, a 7% increase over the same period in 2006. During these 7 months alone, Dublin Airport will handle almost 1 million extra passengers. Again, the airport will cater for over 2 million passengers each month from May to September. Already 14 new routes/services have commenced operations and 10 additional new routes/services will start between now and August.

Dublin Airport is now one of Europe's top ten airports. It is worth mentioning that no other European airport is growing at the same rate as Dublin.

Again, capacity continues to be our greatest challenge particularly during these peak months. We very much welcomed the decision by the Commission for Aviation Regulation to designate Dublin Airport a Coordinated Airport for the Summer '07 season. The decision was a very positive step for passengers, because coordinated airports (nearly every other European airport of the size of Dublin is already coordinated) are better able to manage the peak arrival and departure times of aircraft, thereby easing some of the pressure on passenger facilities at the peak periods.

Another positive step for passengers is the opening of our newest check-in area, Area 14, which will provide much-needed relief for the Departures Floor. We are delighted that Aer Lingus will be the sole airline operator in Area 14 and they plan to check-in their transatlantic, Dubai, UK and London flights in this area.

We want Your Airport to include interesting, factual and topical information and if there is any specific area of the airport's operation that you would like to hear more about please contact us by email to your.airport@dublinairport.com

In the meantime I hope you have a lovely Summer.

Robert Hilliard

Dublin Airport - Educational Support

School Pack

As part of our ongoing programme to support local primary schools we have produced a Dublin Airport Schools Pack for primary school children. The pack is informative and fun and is available to schools on application.

School Tours

A school tour of Dublin Airport is now available. The aim of the tour is to develop a level of understanding of Dublin Airport and airport life among primary school children in the local communities. The children are taken through the different areas of Dublin Airport as 'passengers' to develop their understanding of our business.

Business in the Community

Dublin Airport is currently linked with St. Finians Community College, Swords as part of the Schools Business Partnership initiative, which is devised by Business in the Community Ireland. Dublin Airport is currently involved in two programmes with Business in the Community Ireland, *Skills@work* and the *Student Mentoring Programme*. These programmes aim to encourage students to stay in school and recognise the value in completing their education. By giving students an insight into the world of work we aim to encourage their efforts to find and retain employment.

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Children from St. Margarets NS, on a recent tour of Dublin Airport having completed a Junior Achievement programme. The children were taught by DAA Volunteer Sean O'Dwyer and were presented with Certificates of Achievement at their recent visit to the Airport.

Junior Achievement

Dublin Airport Authority is one of the major Irish companies involved in Junior Achievement. We make an annual financial contribution and DAA staff volunteer to teach JA programmes in schools in our local communities. Dublin Airport is proud to make an investment in young people in the local communities. For further information on Junior Achievement please visit www.juniorachievement.ie

Sponsorship programmes

Ongoing sponsorship programmes with local schools are in place in which we support fundraising efforts, and contribute financially towards sporting and leisure activities. We run an annual Christmas competition, inviting children from schools in the local communities to take part as part of the Christmas celebrations at Dublin Airport. This year we are planning a photography competition.

If you would like details on any of the above, please contact ciara.carroll@dublinairport.com



Pictured recently at Dublin Airport are (L to R) DAA Mentors Susan Maguire, Susan Ferguson, Jenny Deegan, Louise Howlett, and Mary Pierce with James Kavanagh from the Schools Completion Programme, St. Finian's Senior College in Swords, and (Front Row) Cliona Fitzsimons from Business in the Community with Ciara Carroll, also from DAA.

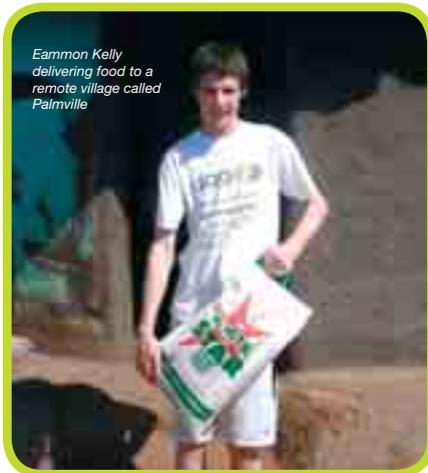
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DAA Supports Portmarnock Students on African Mission

Niall Fitzgerald, a teacher at Portmarnock Community School, contacted the Dublin Airport Authority in 2006 regarding a proposed association between the school and the charity, Friends in Ireland. The school proposed to invite transition year pupils to commit themselves to a two week programme of care and renovation/restoration work of buildings donated to the charity for the use of hospice care for AIDS victims.



A group of students from Portmarnock Community School



Eammon Kelly delivering food to a remote village called Palmville

The Dublin Airport Authority was delighted to support the school in its endeavours and therefore provided financial assistance to the group.

In February 2007 a group of 25 pupils and 18 parents set out for a town near Durban in South Africa to help deliver hospice care to AIDS victims.

Their two week programme had essentially three dimensions to it, construction, education and clinical.

Construction

Work was carried out on two sites under the construction programme, one in a town called Kokstad and another in the remote hinterland of Taylonville.

Michael McCabe headed up the group in Kokstad, which renovated an old tennis pavilion which had been built by the Irish in 1954. It will be used as a drop-in centre where children will be fed and it will also provide shelter during the day.

The construction group's main priority was to provide a feeding centre in Taylonville. This area is about 4,500 metres high in the mountains and a two-hour drive from Kokstad. Fran Whelan led the group, which worked for 12 to 14 hours per day in temperatures of up to 35 degrees. After eight days of very committed team-work the roof was in place.

Yvonne Boyers from Little Nest crèche in Portmarnock organised the painting and decorating of the village crèche. It was transformed from a dark and dirty hovel into a bright and cheerful place for children to play and have fun. It was also completely kitted out with furniture, toys, a blackboard, books and games.

Education

Portmarnock Community School's Principal, Pat O'Riordan, co-ordinated the education element of the programme. Five students travelled to different schools over the two weeks with their hurleys, bodhrans and tin whistles. Pat worked with the teachers on teaching and learning methods while Carmel McGlynn worked with students exchanging music and dance traditions. The hurling went down very well and everybody thought it was fantastic to see South African children playing hurling 4,500 metres up in the Drakensberg mountains.

Clinics

This aspect of the project was headed up by Dr. Mary Ward and Nurse Eleanor Ryan. Every day the group travelled to remote areas with food and medicines. Again a group of five students would travel with Mary and Eleanor. Some remarkable and eye-opening experiences were presented to the students in the form of terrible poverty and sickness.

A significant development from this trip was a visit by the group to the Clouds of Hope Foundation in a beautiful down called Underberg. This organisation focuses on support to HIV/AIDS affected and infected people as well as on AIDS prevention. The Foundation provides care homes for orphaned children and was founded by Sr. Abigail Ntleko. A significant outcome from the trip was the agreement of two doctors from The Valley Trust to visit Taylonville (a region they had never visited) and to provide assistance to the village. They have agreed to screen all children for AIDS and to set-up an anti-retroviral treatment programme. They will also train the staff in Taylonville and establish a good diet and proper medication for the children. In this context the Portmarnock Community School group provided a freezer and fridge freezer to store food and medicines.

After the trip Mark Whelan remarked "this was the best two weeks of my life, I gave 100% to this, the inner feeling is indescribable" and Ben Reinhardt said "at times I felt I could have keeled over with the heat and tiredness but just couldn't when you saw the kids. I will never give out about food and school again. I am so lucky and thankful for what I have".

New Attenuation Tank in Eastlands Carpark

Work is underway to construct a new Surface Water Attenuation Tank in the Eastlands Long Term Car Park (Red Car Park). The new tank, which is on programme for completion in June 2007, has a storage capacity of 14,000m³.

Civil Engineering Contractor SIAC started work on site in December 2006 and have recently progressed the tank excavation with upto 150 truckloads of excavated material being removed from the site each day.

The tank structure will be made from reinforced concrete and some elements of the tank will be constructed off site and lifted into position using a crane.

The new tank has been designed in line with Fingal County Council's requirement for Urban Drainage to reduce flow in the Wad stream and to attenuate flows to the Kealy's stream. Surface water will be released from the new tank into the Kealy's Stream at a controlled

rate via a flow control structure. In storm conditions the maximum discharge to the Kealy's Stream will be in the order of 350 litres per second. During normal weather conditions the flow will be significantly less than this rate.

The project also includes the construction of a new 1200mm diameter surface water pipe from the SR Technics Hangar area to the new tank. This new pipe will facilitate the diversion of flow from the Wad Stream to the Kealy's stream via the new attenuation tank.

The new pipe will cross the main airport entry and exit roads and the R132 at Kealy's Pub. To avoid disruption to airport traffic, pipe-jacking methods will be used to construct the section of pipe under the airport roads.

Following a series of consultations with Fingal County Council, construction of the pipe across the R132 at Kealys Pub will commence shortly.

The contractor is due to complete all aspects of the work in June 2007 and the car park will be handed back to Dublin Airport for use during the summer when demand for parking is at its highest.



Staff Profile - Paul Clarke

By Clara Carroll



Paul on duty at Dublin Airport

Paul Clarke has been a member of the Dublin Airport Police and Fire Service for the past 20 years. He works with both the Police and Fire services on a shift basis. While he enjoys both areas equally, he has more flexibility while working with the Airport Police, which enables him to spend time at his 'other' job.

GAA fans will know Paul Clarke well; a former player with the Dubs himself, Paul continues to work closely with the Senior Gaelic Football Team as a selector. Paul speaks highly of the Duty sergeants and all his colleagues at Dublin Airport, who he says are 'very obliging, in terms of swaps and flexibility.' This allows him to balance both jobs equally.

At the airport, Paul works twelve-hour shifts and really loves the variety of the job. While he knows in advance which of the various posts he'll be working at on any given day, each day varies greatly. Paul could find himself in the centre of a security issue one moment, while helping an old lady to find her purse or a passenger to find their car the next. In his

twenty years at the airport, Paul has witnessed lots of exciting and historic events like World Cup homecoming teams, the return of our most famous athletes, and the arrival of many international Heads of State. He refers frequently to the 'emotion' of working at the airport. 'You've got to have a good attitude', he says. 'Passengers can be very emotional, some people are travelling for weddings, or funerals, or might be just plain excited about the holidays, so it's important that we're there to calm or comfort them by times'

The only downside of the job is the night shift, which can be difficult but it's something that just takes a bit of getting used to, according to Paul. The Airport Police play a very important role at the airport. The Airport Police person is the first face they encounter on their journey through the airport, and sometimes the last face they see before boarding the aircraft. Sometimes the police are visible to the passenger and sometimes they're not.

The camaraderie among the police and fire staff is fantastic according to Paul. In the event of an incident, his colleagues will gather from all parts of the airport to help out. Paul believes that one of the most important aspects of the job is the ability to make a judgement call on each and every situation. It's about getting the balance right and making a decision on the best way to handle each and every situation.

A little bit like his job with the Dublin team! Paul's main role in his job with the Dublin senior team is strength and conditioning, or to you and I, the fitness of the player. He organises everything from gym memberships, to fitness and diet programmes. He gathers the relevant information from the experts in their professions such as nutrition, diet, rehabilitation following injury etc., takes that information, balances it all out and produces a personal training programme for each player.

Other duties include organising pitch work, working on tactics, team selection, match day preparation and post-match duties.

As he captained the last Minor Dublin team to win an All Ireland, and played on the last senior team to win an All Ireland, I was curious to know how he rates the current crop of players against those teams.

Paul believes that while the senior team he led to the all Ireland weren't ultra fit like the current team, they did have something that some would argue is just as important. They had a serious 'bond' amongst the players. After losing two All-Irelands and two semi finals, there was an absolute determination to win, an unbreakable bond. In those days there were several leaders or motivators on the team, which, Paul believes, was instrumental in their success as a team. This and a dogged determination eventually led them to win the All-Ireland in 1995. Paul describes how in the lead up to that game and as All-Ireland fever took over Dublin, he had no less than 63 comments from passenger in just one day at the Airport!

As a player he was always meticulous in his preparation for a game, and that quality has carried through in his role in preparing a whole team for a game and beyond.

A typical match day begins with a warm up 2-3 hours prior to the game for the players. The team then travel to Croke Park by bus. Just before the big match it's Paul's job to have a final word with the players. His advice is, 'take in the wonder of what's before us, the buzz, the excitement and the fact that we're playing in front of 84,000 spectators, be aware of it, realise the importance of it and then get on with it, leave it there and concentrate on the game in hand, in other words, don't be overwhelmed by it'. Sound advice by all accounts. After the game, win or lose, it's back to DCU for the cool down and the infamous ice-baths, which, claims Paul, the management partake in also! I wonder...

And almost as important as the match itself is the post-match analysis, which is vital in terms of learning and growing as a team. In the aftermath of the Mayo victory last August, the team met up two short weeks later and analysed every inch of the game, took stock, and then, it was time to look forward.

In the past there was a definite feeling, rightly or wrongly, that some managers or players didn't take the league seriously. This has changed in the last number of years. Paul puts this down to the fact that the team now play every game to win, and for every single match, the best available team is picked and played in the hope of a win.

It has been said that the Dublin management team has the toughest job in GAA, but when I asked Paul if he might eventually become the Manager of the team, his replied cryptically with, 'The Dublin Manager has the toughest job in GAA'. Watch this space...



Paul in action in a Leinster Final match against Kildare in the 1990s.

Congratulations to 21 Demands

By Clara Carroll

Congratulations to our colleague Conor Linnane, an apprentice electrician with DAA, but probably better known to readers as the bass player and backing vocalist with Dublin band 21 Demands!

The Swords-based band comprises Conor, Mark, Vinnie and Stephen, who were the recent runners-up in the RTE Television programme and nationwide competition 'You're a Star'. From approximately 3,000 entrants, they managed to make it to the final two acts. They performed fantastically, week after week, to make it to the grand final, only to be beaten on the night by singer David O'Connor.

It has been a bit of a roller coaster for the band since then, but I managed to catch up with Conor just after the final, and he was just about coming back down to earth.

'It was crazy, mad busy, great fun and the best time of my life', he said. In just three short months, the band went from being

virtually unknown to being Number 1 in the Irish charts with their single 'Give me a minute'. They were the first Irish band to reach the number one slot, with a single only available on download.

They have a huge fan-base, which is evident from the massive amounts of votes they got throughout the entire series. Since finding fame on 'You're a Star', 21 Demands have been extremely busy. They've played to a full house in Dublin's Olympia theatre alongside Blizzard and The Thrills no less. They're confirmed to play at Oxygen in July, and have appeared on numerous radio and television programmes since 'You're a Star' finished. They're currently in talks with Universal Ireland and are hopeful of securing a recording deal in the near future. The plan is to release an album early next year, and judging by their popularity and their performances to date, somehow I think this is one band that won't be disappearing off the scene any day soon!

Well done to Conor and all the lads in 21 Demands and best of luck in the future!

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Managing Energy and Emissions at Dublin Airport

By Victoria Carroll

The environmental topic being talked about the world over is the critical issue of global warming and associated climate change. Impacts on the environment can have local and regional effects to different degrees, however, of all the various environmental subjects (waste, water quality, ecology and so on), the outputs of man's activities into the atmosphere have the potential to impact on a global scale.

In this regard, the Dublin Airport Authority (DAA) has been very pro-active in addressing its impact on the environment for many years. The DAA has made significant investments in energy production methods and energy management systems so that the facilities to cater for growing passenger numbers at the airport are the most efficient and have the least impact on the environment.

Dublin Airport has installed a dedicated Energy Centre to self-supply both the power and heat to run the terminal complex. The centre is based around the Combined Heat and Power units (CHPs), which simultaneously serve multiple functions. For people interested in improved air quality, CHP systems are good news. The use of combined heat and power reduces the level of noxious gases discharged to the atmosphere.

Almost a quarter of Ireland's energy is used to light, heat and run homes

This latest technology is recognised as the most efficient form of using fuel while achieving improved environmental performance as it typically saves around 25% of the energy that would have been required to produce electricity in a conventional power station and heat in separate heat-only boilers.

The DAA have three CHP units on site which are immense in size. Combined, they are capable of producing 4.3 Megawatts of power. The size of the main machine (the 2.7MWe unit) is nearly 9m long, almost 3m high and 2.5m wide. They are truly impressive

machines (having 20 cylinders of 200mm diameters each) producing power equivalent to a locomotive train engine.

The technology is based around using natural gas, which provides the highest efficiency rating when compared with other forms of fuel. The natural gas drives massive piston engine generators to produce electricity. The engines have to be kept cool and so are temperature regulated using water. This water gets hot and circulates away and is then used to heat the buildings. Heat from the exhaust is also captured to heat water for the complex. Thus this method uses sub-processes of the engine operation as a source of hot water thus reducing the need to run separate boilers. These units efficiently produce electricity and heat for the airport thereby significantly reducing emissions. Our three machines cut the level of noxious gases by approximately 3,000 tonnes per annum. The DAA works closely with Sustainable Energy Ireland (SEI), Ireland's national energy agency set up in 2002 to promote and assist the development of sustainable energy and efficient utilisation of its CHP technology means the DAA is helping Ireland meet its obligations under the Kyoto protocol on climate change.

Even turning off the monitor will save electricity and extend its lifespan

Fittings and plant equipment are insulated using lagging materials to reduce the unnecessary loss of heat, much like the lagging jackets on hot water cisterns in your home. A planned preventative maintenance programme ensures that all equipment is running to its optimum.

The buildings themselves are designed to use the latest materials to ensure thermal efficiency and maximise natural lighting. A comprehensive Building Management System controls the lighting and heating levels throughout the complex using intelligent sensors to ensure that the appropriate levels are maintained depending on time of day, level of occupancy, and daily/seasonal fluctuations. Adjustments can be made in response to passenger schedules and then locally to ensure that comfort levels are maintained and that energy is not wasted. A network of luxmeters compare the lighting levels in the buildings (like Pier C) to the light levels outside and then adjust the brightness in each zone so that the right amount of interior light is provided depending on the use of the area in question. Similarly, smart thermostatic controls adjust temperature levels to provide heat in

the winter and cooling in the summers.

In addition, the DAA runs an energy conservation scheme to ensure that staff are aware of how they can reduce the energy requirements. This can be as simple as turning down a thermostat by a degree or two, not running air conditioning or split units when the windows are open, turning off equipment when not needed (like weekends or over holidays), and not leaving devices in standby mode and so on. Even computer monitors when left on, use power, so we encourage staff to turn them off when not being used.

Other sources of emissions on site include the various vehicles, based at the airport complex. The DAA is currently looking at a pilot scheme to use a blend of biofuel in some of the fleet to further reduce fuel emissions. Many of the vehicles that buzz about an aircraft when it is being loaded with passengers and luggage are electric powered – very clean and efficient!

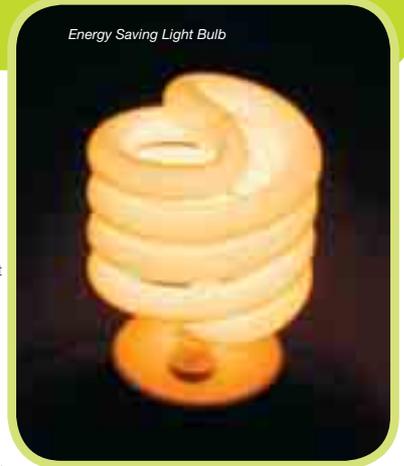
Consideration of reducing emissions has been applied to the current construction programme for the airport. Applications include the use of plants set up on site for the reuse and recycling of granular fill and the production of concrete batching plants – This reduces significantly the volume of heavy vehicles on the road network which would otherwise use fuel and produce emissions. This has also improved our reuse of materials within the airport site and reduced our dependency on natural resources.

These initiatives demonstrate that Dublin Airport is playing its full part in ensuring the optimum environmental performance as it delivers its various services to its airline customers and to passengers.

Almost a quarter of Ireland's energy is used to light, heat and run homes. Try some of the following tips to save energy at home:

1. Heat only the rooms you need – thermostatic valves on radiators can ensure cost effective controls and keep rooms cosy. Close doors to separate heated from unheated areas of your home, and minimise the area you are heating. Turning down thermostats by 1°C can reduce annual space heating energy consumption by 10% with an equivalent reduction in greenhouse gas emissions. Remember: 20°C is a very comfortable temperature for living spaces while 16°C is sufficient for bedroom areas.
2. A lagging jacket on your hot water cylinder will keep water hotter for longer and pay for itself in 2-3 months.
3. Turning your computer off at night instead of leaving it on will save an average 25% of its annual energy bill. Remember you should turn off your computer whenever you are not going to use it for more than an hour. Even turning off the monitor will save electricity and extend its lifespan.
4. A television in standby mode can use up to as much as half the electricity as when it is switched on. Turn off the TV and other appliances (like phone chargers) when not needed. Keep a watch out for the stand-by 'red eye'!
5. Wait for the dishwasher to be full before you switch it on. Stop the dishwasher before the drying cycle and open the door to let the dishes air dry, and always use the economy button where possible.
6. Only five percent of the energy that goes into a typical light bulb is translated into light the remainder becomes wasted heat. Replace all incandescent lights in your home with Compact Fluorescent Lamps (CFLs) – they use a fraction of the electricity and last up to 10 times longer than ordinary light-bulbs. Now that's a good idea!
7. Think about the energy rating of new appliances – 'A' rated devices are top of the class for energy efficiency!
8. Check out the government website on www.powerofone.ie or the Sustainable Energy Ireland (SEI) website on www.sei.ie for lots & lots of information to help you easily conserve energy, reduce emissions and save money – at home, at school and in work!

Energy Saving Light Bulb



Eating at Dublin Airport has never been so good...

Regular visitors to the Mezzanine Floor in the terminal building are in for a treat in the coming weeks when new and improved restaurant facilities are unveiled.

Both Select Service Partners (SSP) and Alpha Catering are making significant investments in upgrading their food offering for passengers.

SSP promises a very different offering when they launch their new brand, The Real Food Company. There will be a strong emphasis on fresh food (hot and cold), wraps, sandwiches and cakes. The area is being designed in such a way to

enable visitors to see into the kitchen and food preparation areas.

For chocolate lovers a chocolate fondue fountain will be a feature of the new outlet.

A major upgrade to The Aviator restaurant, operated by Alpha Catering is also currently underway. As well as a traditional hot food counter The Aviator will feature a large rotisserie area offering barbeque chicken and salads, fresh pastas and sauces together with select pastries and breads.

Both restaurants will significantly increase their seating area in preparation for the busy Summer season.



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Confused by aviation travel charges?

Every time you travel through Dublin Airport you pay a maximum airport charge of €6.34 on your airline ticket.

This maximum charge is decided by the Commission for Aviation Regulation, otherwise known as the Aviation Regulator.

This charge helps to fund all the services provided by the Dublin Airport Authority (DAA) at the airport and also fund the €2bn investment programme to transform Dublin Airport. The DAA is a fully commercial organisation and does not benefit from any financial support from the Government or the taxpayer.

All airlines at Dublin Airport collect this airport charge on behalf of the DAA for every passenger that has travelled on board their aircraft to and from Dublin Airport.

The DAA is paid this airport charge only when a passenger has travelled on a flight. It is important to note that if a passenger misses or cancels a flight or if the airline cancels a flight the DAA is NOT paid the airport charge.

This is the only charge paid by you to the DAA. The DAA does not gain any financial benefit from the other fees you may have to pay when you book a flight such as credit card booking charges; baggage and excess baggage charges; priority check-in charges; and insurance and wheelchair charges.

So, what do you get for your €6.34?

Some of the round-the-clock services your passenger charge funds include:



- 500 passenger security staff screening an average of 30,000 departing passengers per day
- 100 Airport Police securing an airport campus of over 3,000 acres
- 115 highly-trained fire fighters and their equipment on call 24/7 to deal with aircraft and other emergencies
- 200 cleaners cleaning both indoors: terminal building and outdoors: Arrivals/Departures Road areas, apron and taxiways
- More than 60 customer care staff to help passengers on their way through the airport
- More than 100 plumbers, fitters, electricians and other maintenance staff to service buildings, equipment and an airfield that handles nearly 90,000 passengers and over 600 aircraft movements per day at busy periods.
- Baggage conveyor belts and carousels handling about 400,000 pieces of luggage every week.

Mobility Manager

In March, 2007 the Dublin Airport Authority appointed its first ever Mobility Manager. Mobility Management concerns the promotion of sustainable measures to encourage transport users to select alternative modes of transport to the single user car journey.

Ivor Maleady joined the Dublin Airport Authority (formally Aer Rianta) in 1993 having successfully applied for the Airport Police/Fire Service. He spent seven years in the Airport Police Fire Service before moving on to the Human Resources Department in 2000.

Ivor is very enthusiastic about his new position and Dublin Airport's new Mobility Manager fills us in on what his new role entails:

"I see the role of Mobility Manager as being one that can positively influence the way the Airport develops in the future. The challenge of providing sustainable transport at the airport for all users is a significant one but I believe the commitment is there to implement whatever best practice mobility initiatives are appropriate.

With congestion on our roads at an all time high, not to mention the high carbon emissions from our vehicles

highlighted as a contributor to global warming, it's a good time to consider sustainable transport modes when traveling to and from the airport.

When I was appointed as Dublin Airport Authority's Mobility Manager in March one of the first tasks I undertook was to assess the current transport options for users of Dublin Airport. With some small but strategic adjustments I believe I can significantly improve transport services to and from the airport complex.

In addition to this I am considering some interesting initiatives to provide options for staff accessing the airport. Some of these are:

Car Pooling – I am looking at providing incentives to staff members who share their car journeys to and from work.

Tax-saver commuter tickets for staff – with the introduction of this initiative staff can claim 48% tax relief on the cost of a monthly or yearly commuter ticket.

Improving cycling facilities for staff – In addition to the introduction of cycling lanes, which DAA has already put in place, it is hoped to make lockers and showering facilities available to those staff who wish to cycle to and from the Airport and also to improve on existing parking stations for bicycles.

Improve bus information and facilities for all users – I have already met with many of the providers of public transport at Dublin Airport and I have committed to improving



the information provided about their services. In addition to this I have raised the issue of providing real time information on bus services for all providers at Dublin Airport. It is envisaged that all users will be able to access 'real time' information on the location of buses servicing Dublin Airport and, as such, make an informed decision about their mode of transport.

Sustainable transport measures, if adopted, will help to relieve the congestion on the roads around the airport as well as achieving significant cost savings for those who wish to avail of the tax relief associated with them.





Proposed new runway update

The final decision on the DAA's planning application for a new parallel runway at Dublin Airport was delayed following a request for additional information from An Bord Pleanála.

Further information regarding aircraft noise, noise contours, night noise and ground operations aircraft noise was submitted to An Bord Pleanála in March.

The proposed new runway is a vital component in the DAA's overall development plan for the airport and is required to meet the anticipated passenger growth at Dublin Airport.

An announcement is expected in the coming weeks.



Zumo Goes Green

The Dublin Airport Authority and its participating tenants and concessionaires recycle cardboard, paper, dry mixed recyclables (plastics, Tetrapak, steel and aluminium cans etc.), glass, pallets, toners, lamps, electrical equipment, wood and metal.

A new concessionaire called Zumo Juice Bar opened in early 2006 and the Dublin Airport Authority Environment Department reviewed their waste activities. It became apparent that over 90% of Zumo's waste was compostable.

As this waste is a significant contributor to CO₂ emissions and the green house gas effect, we decided to investigate the possibility of diverting this crushed fruit waste away from landfill.

Zumo General Manager Martin Hutchings and Dublin Airport Authority Environment Manager Aengus Benson collect waste for composting.

Along with our waste services contractor Greenstar, and with the cooperation of Zumo juice bars, we set about implementing an initiative to compost this waste.

The composting commenced in July 2006, and from July 2006 to February 2007 we have sent 49,480 kilograms for composting. Zumo has since opened a second juice bar at the Airport and in 2007 we expect to compost over 90,000 kilos of fruit waste. This waste would have gone to landfill and impacted negatively on the environment from a number of aspects.

The main benefit of this initiative is that fewer landfill resources are used. As a result, the associated landfill problems of: methane gas, leachate and CO₂ emissions are removed. The green house gas effect is significantly reduced overall, contributing to a reduction in global warming. This significant contribution to reducing global warming benefits the environment, the public and the wider community.

T2 Update



A three-week Oral Hearing into the DAA's planning application for T2 concluded recently. An Bord Pleanála held the hearing after seven parties objected to Fingal County Council's decision to grant planning permission to T2 last October.

The DAA lodged its plans for T2 in August '06 and received planning permission in October. This permission was subsequently appealed to An Bord Pleanála.

The DAA was granted permission to build a 92,000 sq metre new terminal and a 24,000 sq metre Pier facility. The intention is to build T2 in two phases. A 75,000 sq metre terminal, the new boarding gate facility Pier E, and the other related infrastructure will be delivered initially. T2 will cater for up to 15 million passengers per year, bringing the overall capacity of Dublin Airport to a potential 35 million passengers per year. The

cost of the terminal building is €395m while the total cost of the terminal building, the pier, new roads and other associated facilities is just under €610m. Independent, Government-appointed consultants Boyd Creed Sweett have stated that the costs of T2 and its associated facilities are fully "within industry norms for this type of project" at other comparable European airports.

It is critical that a final decision on T2 is made quickly in order to achieve the Autumn 2009 deadline for its completion.



SUDOKU Competition

Fill in all the squares in the grid so that each row, each column and each 3x3 square contains all the digits from 1 to 9 and be in with a chance to win one of four €50 book vouchers for Hughes and Hughes bookstore.

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 31st August, 2007

Name _____

Address _____

Issue three Competition Winners

Congratulations to the following who took part and won 'Your Airports' issue 3 competition:

Sheila Whelan, C/o Toberburr National School,
St Margaret's, Co. Dublin.

Craig Donnelly, 226 Coultry Rd, Ballymun, Dublin 9.

Séan Maguire, 11 Santry Court, Santry Dublin 9.

Allison Smith, 44 Seabury Drive, Malahide, Co. Dublin

Thank you to all who took part.



		4			2			
	3	9				7	6	
	7			2	8	1		
9				3				
4	1	7		9	2	3		
		5				6		
	3	5	8			4		
2	1			5	7			
8				4				

New Routes

Dublin Airport currently has a record number of 42 scheduled airlines flying to 142 scheduled destinations. This figure does not include the many charter flights which generally serve the various holiday markets be it summer or winter sun destination, skiing or pilgrim charters.

So far this year 15 new routes/services have been launched with a further 9 to come into service by the end of the year.

New routes/services for 2007

Destination	Frequency	Airline
Almeria	2 flights per week	Ryanair
Seville	3 flights per week	Ryanair
Vitoria	4 flights per week	Ryanair
Billund	4 flights per week	Ryanair
Rzeszow	2 flights per week	Ryanair
Pula	3 flights per week	Ryanair
Bologna	4 flights per week	Ryanair
Malta	3 flights per week	Ryanair
Trapani (Sicily)	2 flights per week	Ryanair
Alghero (Sardinia)	2 flights per week	Ryanair
Szczecin	2 flights per week	Centralwings
Stockholm (Vasteras)	6 flights per week	Ryanair
Warsaw	Daily	Ryanair
Santiago de Compostela	2 flights pr week	Aer Lingus
Barcelona	Daily	Click Air
Gibraltar	3 flights per week	FlyGib
Vilnius	3 flights per week	Aer Lingus
Gdansk	2 flights per week	Ryanair
Bygoszcz	2 flights per week	Ryanair
Athans	3 flights per week	Aer Lingus
Alicante	5 flights per week	Ryanair
Bremen	4 flights per week	Ryanair
Vilnius	3 flights per week	Aer Lingus
Abu Dhabi	4 flights per week	Ethiad

Travel Tips

The following tips will help you on your journey through Dublin Airport this Summer

- Before leaving home, please remove any sharp objects from hand luggage and place into your checked in luggage. This will avoid unnecessary delays at the Passenger Security Screening area.
- It is always a good idea to plan your journey to Dublin Airport in advance. If travelling by car passengers are advised to give themselves time to get to the airport in the event of possible road congestion.
More than 700 journeys are made daily to and from Dublin Airport by private and public bus services for more information on these services and more click onto www.dublinairport.com
- New EU Aviation Security Regulations on liquids came into force in November 2006. You are urged to familiarise yourself with these restrictions which are set out on the Dublin Airport website.
- Plan to arrive at Dublin Airport at least 90 minutes BEFORE your flight departure time.
- DO NOT arrive at Dublin Airport 4 or 5 hours in advance of your flight departure time. Check-in desks will not be open for your particular flight this far in advance.
- On arrival at Dublin Airport your flight information can be found on the giant Flight Information Display Screen suspended from the ceiling on the Departures Floor. Your flight departure time and where you should check-in for your flight will be listed here.
- Our Customer Care team will be available throughout the terminal building again this Summer. Our Customer Care team will help smooth your journey through the Airport, in addition they will also help our airline customers in providing assistance to manage their check-in queues.
- Once you have checked in you should proceed immediately to the Passenger Screening Area.
- All hand luggage and loose items e.g. mobile phones, keys etc. must be placed in the tray before being processed through the X-ray machine. All Laptop computers must be removed from their carry case.
- Passengers are advised to check the status and Gate location of their flight on the Flight Information Screens immediately beyond the Passenger Security Screening area.
- Passengers are also advised to be mindful of Boarding times. Please keep an eye on the time to ensure that you get to your Boarding Gate BEFORE your aircraft departs.

For more information please log on to our website at www.dublinairport.com

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