

# your airport

Dublin Airport's news for the local community

Issue 5 / 2007



## Dublin Airport's Latest Arrival Is Officially Unveiled

The 12th November last was a very special day in the history of Dublin Airport when An Taoiseach, Bertie Ahern T.D. officially opened Pier D. He was accompanied by the Minister for Transport, Noel Dempsey T.D., Chairman of the Dublin Airport Authority Gary McGann and Chief Executive, Declan Collier.

Pier D took just 18 months to complete and was delivered on time and on budget at a cost of €120m. Located at the Northern end of the airport complex, the new pier has 12 boarding gates serving 14 aircraft parking stands. A contemporary feature of the new Pier is the

elevated walkway that curves in front of the original 1940s terminal building at the Airport connecting the Pier to the existing passenger terminal building. Pier D will serve mainly short-haul flights and is expected to be used by low-cost airlines and by up to 10m passengers

per year. The new pier offers comfort levels for passengers on a par with best international standards and is a flavour for even greater benefits on the way for passengers.

### All there is to know about Pier D:

The pier has 12 new boarding gates and 14 aircraft parking contact stands. Contact stands allow aircraft to board and disembark passengers directly without the need for bussing.

Six gates are currently operational and the remaining six will become operational in early 2008 when the now disused temporary pre-fabricated walkway is removed and the concrete underlay, resurfaced and regraded.

The overall cost of Pier D and the "Skybridge" was €120m.

The pier has a capacity to handle approximately 10m passengers per year or on average over 27,000 arriving and departing passengers per day.

The pier will be used principally by short-haul aircraft on routes to and from the United Kingdom and Continental Europe.

Pier D is a 250m long, two-storey, segregated building, which means that arriving and departing

passengers are kept apart for aviation security purposes.

The curved "Skybridge" was built to convey passengers from the terminal building to the pier. It is 350m long, 12m wide and has eight moving walkways for arriving and departing passengers.

A large glass panel, featuring the image of a famous Irish writer and an extract from one of their works, is located at each end of the 12 boarding gates in Pier D.



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# Welcome ...



Robert Hilliard  
Director Dublin Airport

## Welcome to the second edition of our community newsletter for 2007.

Since our last edition, An Bord Pleanála has granted planning permission to build a much-needed second terminal, Pier E, associated apron and upgraded internal road network subject to a number of conditions. Permission to construct a northern parallel runway was also granted with more than 30 conditions attached.

The Airport has been a hive of activity over the summer months as passenger numbers continue to grow by more than 10% over last year, while on the campus itself contractors are busy preparing the ground for T2 as our Transforming Dublin Airport programme continues apace. The timescale for the delivery of T2 is very demanding, so all airport users will see the landscape of the airport change dramatically in the coming months.

While we are very focussed on delivering much-needed capacity in the longer term, our emphasis has been to deliver significant improvements for passengers this year. The most impressive is our recently opened Pier D. This new pier is bright, spacious and contemporary in design, and is an indication of what passengers can expect of T2 and future projects. Other passenger improvement facilities included the delivery of Check-in Area 14, brought into operation earlier in the year for passengers flying to the UK, London and Germany with Aer Lingus. In consultation and partnership with An Garda Síochána, we also built a new centralised immigration area to serve passengers arriving in from Pier A and Pier D. The new Garda National Immigration Bureau (GNIB) area is also bright and modern in design with a lot of work undertaken to ensure the queuing area there is managed to optimum benefit for passengers. Elsewhere in our

car parks we have increased the number of car parking spaces for wheelchair passengers by 50%.

We welcomed over 40 new routes and services to the Airport this year including Middle-Eastern airline, Etihad Airways providing passengers with a one-stop link to Sydney, Australia via Abu Dhabi. Our transatlantic network has been further boosted by Aer Lingus' decision to re-commence flights to Washington and to start direct services to San Francisco and Orlando. By the end of 2007 Dublin Airport will have facilitated over 2 million additional passengers as final end of year passenger volumes are expected to reach 23.2 million.

Plans are well underway to accommodate a further 1.4 million additional passengers expected in 2008. While there is no doubt that 2008 will be one of our most challenging years to date it is also a very exciting time in the development of the airport for all users.

Informing, communicating and meeting with our local communities is very important to us as the airport continues to develop and we welcome any comments or feedback from you in that regard on our email [your.airport@dublinairport.com](mailto:your.airport@dublinairport.com).

I hope you enjoy this edition of **Your Airport** and finally, I wish you and your family a Happy Christmas and a peaceful New Year.

Robert Hilliard  
Director - Dublin Airport

# Mobility Week at Dublin Airport

In September the DAA marked European Mobility Week by hosting 11 exhibitors at an event held in the Car Park Atrium.

Robert Hilliard, Director of Dublin Airport, and Alan Hughes of TV3's Morning Ireland breakfast show opened the event designed to highlight sustainable transportation for the thousands of staff members working at the Airport.

In all, 8 bus companies participated each taking the opportunity to promote their routes and also to highlight the soon to be introduced Tax saver plan, which can result in significant savings of up to 47% tax relief for those availing of it. Close to 1,000 bus movements occur every day at Dublin Airport serving destinations as far away as Letterkenny, Derry, Wexford, Belfast, Galway, Waterford and Limerick.

Greenaer Ltd had the first viewing in Ireland of the 'Reva i', a car completely powered by electricity. It proved to be a huge attraction for both staff and members of the travelling public.

Raleigh Ireland attended the exhibition promoting the benefits of cycling to and from the workplace. They also brought along samples of the latest bicycles in their range with special offers in an effort to encourage car users to try cycling as an alternative. Robert Hilliard, Director of Dublin Airport took the opportunity to outline the DAA's commitment to the Dublin Transportation Office 'One Small Step' initiative. One Small Step, is a pilot project run in conjunction with the Dublin Transportation Office and 9 other organizations aimed at promoting sustainable transportation to and from the workplace. The DTO were on hand during mobility week giving demonstrations of Dublin Airport's Car Sharing website which was launched recently.

Initially SR Technics and Dublin Airport Authority employees were invited to join the scheme and it is envisaged that many other companies will join at a later date.

## Our Mobility Manager, Ivor Maleady reports on staff travel trends

A staff travel survey was conducted in September by DAA in order to get an understanding of the most popular modes of transport staff working at Dublin Airport use on a daily basis.

An independent Research company – Red C, surveyed staff members from 8 companies based at Dublin Airport. The results from the survey will help us to introduce appropriate initiatives that promote alternatives to single user car usage to and from the airport.

The top line results are as follows:

Mode of transport used to go to work	%
Car - as a driver	69
Car - Someone else was driving	5
Bus	21
Walked	1
Cycled	1
Motorbike/moped	1
Taxi	1
Other	1

The results of the survey are encouraging from the perspective of promoting sustainable transportation for staff members and show an increase of 5% in bus use since 2001 and a corresponding decline in car use of 4.5%.

While the figures for bus use show some promise, there is still much work that has to be done to make this a realistic choice for staff members. The figures for those who wish to cycle to work and car share need improving. In this regard our Car Share website has just been launched and I hope to bring you some feedback on its progress in our next issue.



Airport Director, Robert Hilliard and TV3's Alan Hughes giving a helping hand to Craig Sweetman and Angela Kenny

## Continued support for St. Margaret's GAA Club

Dublin Airport has a long association with St. Margaret's GAA Club and has acted as the Club's main sponsor for a number of years now. Our Community Affairs representatives attended the launch of the club's development plans in October, where they were delighted to announce that Dublin Airport would be continuing its association with the Club. The facilities and opportunities provided

to the youth of St. Margaret's by the club are of great importance in an age of computers and gadgets.

The development plans include a new all-weather playing pitch, floodlighting, extension to the community complex and a new walking track.

The club will celebrate its centenary year in 2008 and the club has a host of events planned to mark the occasion including a Centenary Year Club Dinner Dance and a Race Day at Fairyhouse in February. Dublin Airport will also be supporting the centenary year activities.

*Dublin Airport is a major sponsor of St. Margaret's GAA Club*



*Cloghran Historical Society and residents mark the refurbishment of Cloghran Graveyard*

## Cloghran Historical Society

Cloghran Historical Society was founded in 2002 by a group of people with a common aim – that is “to enjoy, record, conserve, restore and celebrate the distinctive qualities of Cloghran and surrounding townlands, their local Heritage, their Community and their Environment”.

Dublin Airport has been delighted to support the Society since its inception and in particular in its work to restore Cloghran Graveyard.

The graveyard is situated at Stockhole Lane, Cloghran, Co. Dublin and is perched on top of the Rock of Cloghran, owned by the Church of Ireland. This site is a national monument that had been allowed, through lack of resources of the owners to fall into a serious state of neglect. Cloghran Historical Society obtained permission from the owners to initiate a restoration programme.

These images give an indication of the enormous task that lay ahead of the group when it commenced work on the restoration project in 2003.

The work commenced with the restoration of the graves and a complete clean-up of the site. When this was complete the group moved on to restoring the walls surrounding the graveyard.

On 28th July this year an ecumenical service was held in the graveyard to celebrate the completion of the restoration project.

## The Portmarnock Community School Boys U16 Gaelic Football Squad



Captained by Mark Whelan from Donabate, Portmarnock C. S. were deserving winners of the 2006-2007 Dublin Colleges' 'B' title.

This squad were worthy representatives of their school and played some brilliant football over the course of the competition. The final took place on February 14th, 2007 in O' Toole Park, Crumlin. Maynooth Post Primary School were the opponents and in a very exciting final Portmarnock emerged victorious by three points. It would be unfair to single out any individual for praise as the triumph

was based on team work and collective effort. Hopefully some of the squad will make it to Croke Park to play for Dublin in the near future!

The squad management would like to acknowledge the generous contribution of the D.A.A. in sponsoring a set of jerseys for the squad. This generosity was greatly appreciated by both management and players. Thank you.

Michael Mc Nieve  
Jimmy Mc Govern

# Transforming Dublin Airport is well and truly underway...

The past three months have been a hugely busy time for the €2 billion Transforming Dublin Airport programme.



Transforming Dublin Airport | daa 

**Pier D has opened, work has started on Terminal Two (T2), a new central immigration facility has been opened, the extension to the Harristown car park has been completed – and those are just the highlights.**

The new €120 million boarding gate area known as Pier D opened on time and on budget on 28 October, after an 18 month construction phase. The 12 new boarding gates represent a step-change in the quality of passenger facilities at Dublin Airport.

The pier is filled with wonderful natural light and has been designed without columns so you can see along the entire 250 metres of the building. The entire first floor is walled in glass and the views out over the airfield and the surrounding countryside are truly spectacular.

Pier D is opening on a phased basis, with the boarding gates on the northern side now fully in use. The six gates on the southern side of the new pier will open next year after the removal of the walkway to the temporary boarding gates (TBG) and the re-grading of the apron in that area.

At the end of August, An Bord Pleanála granted the DAA planning permission for T2 and for the new parallel runway. During September, the DAA worked through all of the conditions that needed to be satisfied before beginning the actual construction of T2. Work on the new terminal started on 1 October and much has been achieved in recent weeks. The entire site for T2 has now been fenced off and site clearance work is underway.

The most high profile work that has been carried out thus far was the controlled demolition of Corballis House. The DAA had applied for permission to remove Corballis House as part of the T2 project and a huge amount of conservation and salvage work took place before property was demolished in late October.

All items of architectural importance in Corballis House – such as the doors, the window joinery, the floor tiles, the fanlight and some plasterwork – were carefully recorded and removed prior to demolition. It is hoped that most of these items will eventually be re-used in the renovation of Cloghran Stud Farm, which will take place after the opening of the new runway.

Some decorative plasterwork from Corballis House will be featured within T2 and video on the history of Corballis House and the work to salvage its most important features will be shown in the new terminal.



*New river channel on the edge of Harristown car park prepared by DAA*



*Controlled demolition of Corballis House*

The DAA has already signed seven T2 contracts worth about €180m and once the site has been cleared construction work will start in earnest. To minimise disruption to passengers and our neighbours a dedicated new road will be built for access to and from the T2 construction site and a site logistics compound is being created behind ALSAA where large deliveries for the works will be stored and broken up into smaller loads.

While T2 and Pier D are the highest profile elements of the Transforming Dublin Airport programme, much work is going on elsewhere at the airport.

As part of the DAA's commitment to improving the passenger experience at Dublin Airport, a new €7 million Garda National Immigration Bureau was opened in October. The new facility has 12 separate processing points and will handle arriving passengers from piers A and D.

On the airfield, new aircraft parking stands are under construction close to the fire station and a new taxiway opened in late August. A new electricity substation is also being built to service the growing needs of Dublin Airport.

A new car hire facility was also delivered in October. It is located close to the Eastlands long-term car park and is housing the operations of six car hire firms including Hertz, Avis, Murray and Budget. The second phase of the Harristown long-term car park was also handed over recently. As part of this project the DAA built a new channel for a stream that flows through the site and is a tributary of the Santry River.

Although the stream in Harristown is relatively modest, the Santry River is very important from an ecological point of view as it flows into the North Bull Lagoon in Dublin Bay, which is part of a UNESCO Biosphere reserve.

The new channel was specifically designed to the highest ecological standards in order to allow wildlife to thrive in the stream. The sides of the new river were planted with vegetation to prevent silt getting into the stream as it damages spawning beds and is abrasive to fish gills. Gravel and cobbles were also placed at the bottom of the new river channel to mimic a natural riverbed and a fish friendly weir was been built. The weir will regulate the flow of water downstream and will allow fish to travel up and down the new channel.

The DAA's diversion of the stream should actually improve its ability to support wildlife. "The stream will probably end up in a better condition in the new diversion than it is currently," according to the DAA's ecological consultant on the project Eleanor Mayes. The new stream could eventually support a wide range of sticklebacks and eels and also the larval stages of insects.



*Pier D Skybridge*



*Brendan Daly, General Manager Operations DAA handing over the new Garda National Immigration Bureau to Detective Chief Superintendent Martin McLaughlin*

# Dublin Airport Stakeholders Forum undergoing Review



*Dr. Danny O'Hare, Chairman  
Dublin Airport Stakeholders Forum*

The Dublin Airport Stakeholders Forum was set up in 2005 as a joint initiative between the Fingal County Development Board and the Dublin Airport Authority to provide an effective forum for discussion on the development and operation of Dublin Airport. The main aim of the Forum, on which community and business interests are both represented, is to strengthen relationships with airport users and with people living and working in the surrounding communities.

Dr. Daniel O'Hare, founding President of Dublin City University independently chairs the Stakeholders Forum.

In its first year, the Dublin Airport Stakeholders Forum concentrated on providing information to its members on the development and operation of the airport. Going into its second year, an extensive evaluation of the Forum's work was undertaken by an independent evaluator, during which each of the Forum members was given an opportunity to express their own opinions on the success of the Forum to date and the future direction they felt it should take.

The findings and recommendations of this review were presented to the Stakeholders Forum at its recent meeting in September. The Forum members were unanimous in their acceptance of the recommendations made by the independent evaluator, highlighting the importance of developing an annual work-programme. Taking on board this detailed review, all members of the Dublin Airport Stakeholder Forum now anticipate a greater clarity around its future role through the development and delivery of specific focussed actions for the Forum.

With this fresh approach in mind, Chairperson, Dr. Danny O'Hare has proposed that the next meeting of the Forum take place as a facilitated session so that a work-plan for 2008 can be constructively developed. This proposal has been enthusiastically welcomed by the Forum members. There was also a general agreement among Forum members that the timing of this review presents a unique opportunity, not to be missed, bearing in mind recent decisions by An Bord Pleanála to allow the development of a second runway and second terminal at Dublin Airport.

## One man and his dog...

Rory Farrell turned his passion for dogs into a profession, when he got the job of Sergeant at the airport Police Dog Unit at Dublin airport. A staff member at the airport for the past eighteen years, Rory has spent the last eleven of those training the dog handlers, and managing the unit.

Prior to that, Rory bred German Shepherds at home, and represented Ireland in the Pedigree Chum Championships, finishing in a very respectable fifth place!

Rory explained the requirements for such an unusual job; a dog handler must have an understanding of the psychology of dogs, a genuine interest and a love for animals and must be totally committed. Dog and handlers are together 24/7 365 days of the year!

The Dog Unit has 7 dogs and 7 handlers. While members of the airport police work in pairs, dogs and their handlers operate as a team, and one half of the team depends on the other to operate effectively. This partnership usually lasts for 6-7 years, and doesn't finish at the end of the working day.

The dogs go home with their handlers at the end of the shift, so it's important that the animals have the ability to switch on and off from work mode and that they're comfortable in a family environment.

Rory, originally from Dublin, now lives with his family in Co. Meath. His dog Jack, is a five year old long haired male... In fact, all the dogs at the unit are male. The reason for this is simple... Male dogs are physically bigger and therefore most suited to this type of work. Jack lives with Rory and his family and has been with them since he was 8 weeks old. Each handler must have suitable transport and a dog kennel installed in their homes also.

Dogs come from a variety of sources to The Dog Unit. Some dogs are bought from breeders and others come from the dogs' home.

Not every dog is suited to this type of work, and to ascertain whether or not they're a suitable candidate, each dog is individually assessed and undergoes a tough, rigorous selection process, called the Norwegian test to decide if they're up to it or not. The dogs are generally between one and two years old when they start their training because they must be mentally mature to be accurately assessed.



*Rory with his faithful friend  
and work colleague, Jack*

The successful candidates are then given full training in obedience, search techniques, tracking and man work. Following this, dogs and handlers have ongoing training every six weeks.

When he's not patrolling with his dog, as well as training the other handlers, Rory manages the unit on a day-to-day basis, looking after the maintenance of the buildings, paperwork, accounts and vehicle maintenance.

When he's not busy with the dogs, Rory spends his spare time playing games on his pc at home with his 2 daughters and having some well deserved down time!

## Airport Staff Support Irish Hospice Foundation

Throughout 2007 the staff of Dublin Airport have gone above and beyond the call of duty in support of the DAA Charity of the Year – The Irish Hospice Foundation.

Earlier this year the staff eagerly donned DAA t-shirts and walked the Terminal floors and offices to sell sunflowers on national Sunflower Day raising an impressive €9,000 for their efforts. Face painting for our younger passengers was particularly popular and passengers and airport staff were generous in their support. Later in the year the staff organised

Ireland's largest Hospice Coffee Morning. Volunteers worked through their break time, before and after work and even came in on their day off to serve coffee and cake to their colleagues. Staff have also organised separate events within their departments to raise much-needed funds for their chosen company charity. The 2007 charity year will climax with a Reindeer Food selling day in December so if you see our staff wearing silly red noses and antlers be sure to give them your support – it's for a very good cause.



# Planning for the Environment at Dublin Airport

By Victoria Carroll, Air/Water Quality Manager

Twenty years ago people would have said that being environmentally conscious was a nice soft “fluffy” issue, but few would go out of their way to segregate their waste or reduce their usage of energy. But the effects of people’s historical habits have had a noticeable effect on the natural environment and this has been backed up with hard scientific facts – take the recent global debate on climate change, or the European debate on river quality. A lot has changed since then.

Members of the EU have worked proactively together in agreeing how to manage and protect the environment, and in many areas how to improve it and repair much of the damage done to date. Ireland, on behalf of its citizens, has signed up to these agreements which have in the last few years been filtering down to everyone of us and influenced how we choose to live our lives at home – for example, most of us can segregate our waste into appropriate coloured bins or Bring Banks to reduce what is sent to landfill; people now actively compost their organic kitchen waste; using energy efficient light bulbs / fairy lights or rechargeable batteries; collecting rainwater for the garden instead of using mains water and so on.

With regard to the ongoing daily operation of the Dublin Airport Authority, people may not fully realise that improving the environmental performance of the company has become a serious consideration in developing our business – for example, the DAA no longer uses Urea as a pavement de-icer due to the effect it has on the streams and rivers, it has been replaced with Potassium Acetate which is more environmentally friendly (albeit more expensive). We compost our garden

waste to enrich the soil throughout the campus and spread on top of flowerbeds to naturally suppress weeds. We deter bird activity using natural grassland management techniques. We segregate our waste into different types and are achieving a 30% recycling rate. Throughout apron and airside pavements replacements, concrete taken out of the ground is crushed without even leaving the airport site and used in new works as granular fill - the ultimate in recycling and reducing traffic!

**“Be a yardstick of quality. Some people aren’t used to an environment where excellence is expected.” Steve Jobs**

The development programme is well underway with the successful delivery of a number of projects visible to passengers such as check-in area 14, new Garda Immigration Bureau, Pier D and preparatory works for T2. Other works are less visible to the passing public such as a new Apron 6 which includes the construction of a substantial area of airside pavement to facilitate the aircraft parking. The nature of construction does mean that for the next two years, there will be a lot happening at Dublin Airport, however, the end result will be a vastly superior facility, not only for the travelling passenger but also for the environment.

While managing environmental impacts during the construction phase and the subsequent operation of a facility is important, the easiest way of getting it right in the first place starts in the planning stages of any project or task – and this has been recognised even at County Council and Government levels such that works going for planning permission must now have regard for the direct and indirect, temporary and permanent environment impacts it could have. If those impacts are significant it would require for a special environmental assessment called an ‘Environmental Impact Statement’ to be part of the planning application process. Whether a venture goes ahead could depend on what adverse effects the project could have

on the drainage systems, the wastewater facilities, the water supplies, the ambient air quality, energy usage, climate change, noise and vibration, waste management, contaminated land, ecological/ archaeological/ architectural impacts, cultural & heritage effects, decommissioning difficulties, or visual intrusions and so on. This list is pretty long. Designs on paper can then be easily updated to take account of measures which can dramatically improve environmental performance of the final product. Once a project then goes to site, all of the key issues have already been identified and addressed.

**“To accomplish great things, we must not only act, but also dream; not only plan, but also believe.” Anatole France**

Most recently, Environmental Impact Statements were submitted for the planning applications for the Northern Parallel Runway and for Terminal 2 and involved a significant level of monitoring and assessment of data, and the evaluation of various options to ensure that the most sustainable option goes forward which balances the overall business objective (to provide for the overall development and future operational needs of the facility) with local community and national needs whilst protecting the environment for generations yet to come. Planning permission was granted for these projects with conditions recognising the significance of the environment to our world.

Overall, the DAA is well underway to deliver a quality airport facility befitting the people it serves and accomplishing improved environmental performance.

Interesting facts from current development projects include:

- The snow white terrazzo floor in Pier D is not only beautiful but is designed to reflect light within the building to reduce the level of artificial light needed – thus saving energy. The sparkling glints in the floor are actually from recycled mirrors.

- Terminal 2 will use natural air roof vent systems to reduce the need for circulating fans; it will reuse exhaust air to provide heating to other areas of the building; solar shading and high performance glazing will reduce solar gain to the building while photoelectric sensors will reduce unnecessary lighting; variable speed pumps reduce the volume of water being circulated and match supply of water to actual demand. T2 will be constructed with modern thermally efficient materials with a technically advanced building management control systems as an efficient means of optimising plant operation and improving energy management. Energy that is required will be produced on site through a new natural gas fired energy centre, which uses the efficient Combined Heat and Power process (significantly reduces carbon dioxide emissions).
- 80% of steel for T2 is coming from reclaimed sources and concrete will be formed using reclaimed blast furnace slag (which is otherwise a waste product of the power generation industry). This also generates direct CO<sub>2</sub> savings.
- The Northern Parallel Runway will reuse the concrete from the redundant Runway 11/29 as fill. The concrete on top will be produced on site, and the profile of the new pavement is on a balanced ‘cut and fill’ to minimise the extent of excavation and amount of earth being moved. Other materials can also be segregated out and sent for recycling – such as the steel reinforcement bars from the old pavement and old cabling feeding redundant airfield lighting and equipment.
- Supplementary projects in the pipeline include installing a new 3.2 million gallon reservoir for storing drinking water on site including the upgrading of the distribution system to further conserve water.
- Drainage from the airport will be routed to a new attenuation and pollution control facility with a capacity of an immense 32,000 cubic metres – covering an area larger than three football pitches. These tanks will collect surface water from the pavements, and test it to ensure it is good quality. Any polluted waters can be decanted off for treatment, and the good quality water can then be released at a controlled, consistent rate which will prevent flooding downstream and facilitate the establishment of a stable aquatic environment.



## Enviro.aero – Facts about aviation and the environment

Choosing to travel by air whether it is for our summer holidays, a weekend city break or business travel poses a dilemma for the environmentally conscious among us who endeavour to minimise our contribution to greenhouse gases.

CO<sub>2</sub> emissions are the principal cause of climate change and the United Nation’s Intergovernmental Panel on Climate Change (IPCC) states that aviation contributes 2% of the world’s CO<sub>2</sub> emissions. This figure is forecasted to reach 3% in 2050. These are some of the facts concerning aviation and the environment outlined on the Enviro.aero website.

Unfortunately there are many myths and untruths concerning aviation and the environment as we become ever more conscious of our contribution to global warming. Enviro.aero is an initiative supported by the commercial aviation industry with

a purpose to providing clear information on the many industry measures underway to limit the impact of aviation on the environment.

Through its website, Enviro.aero has been developed under the umbrella of the Air Transport Action Group (ATAG). ATAG has over 70 members worldwide including International Air Transport Association (IATA), Airports Council International (ACI), Boeing and various airline and airport members and supporters.

The website can be viewed at [www.enviro.aero](http://www.enviro.aero) and includes a number of topics such as: what causes climate change, impact of flying, emissions trading and an interactive feature called The Flying Experience showing how the environmental impact of flying is being minimised at every step of every journey.

### Did you know that...

- By shortening routes and reducing weight, airlines saved 12 million tonnes of CO<sub>2</sub> last year, equivalent to taking three million cars off the road.
- The new Airbus A380 and Boeing 787 aircraft are more fuel-efficient per passenger kilometre than hybrid cars.
- By 2020, aircraft operations will be at least 25% more fuel-efficient than today.
- Today’s aircraft fly more than three times as far with the same amount of fuel as they did 40 years ago.

# CHRISTMAS Crossword

Enter our Christmas Crossword Competition to be in with a chance to win one of four family tickets (includes 2 adults and 4 children) to Dublin Zoo.

Please send your entries to:

**Your Airport, Christmas Crossword Competition, External Communications Department, Level 5, Terminal Building, Dublin Airport.**

Closing date for entries is the 31st January, 2008.

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Issue 4 Competition Winners

Congratulations to the following who took part and won 'Your Airport' issue 4 competition:

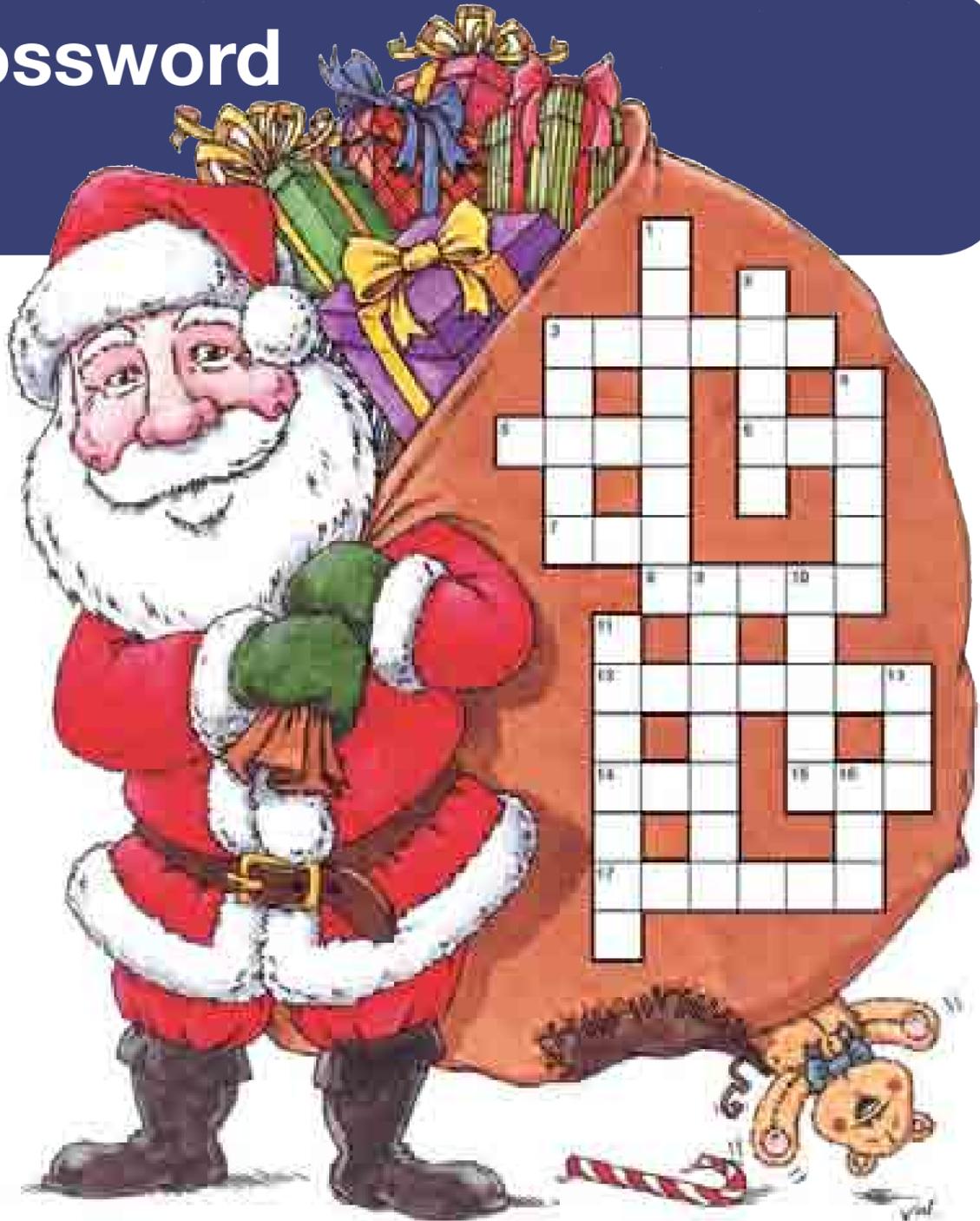
Eilish Mc Cormack, Clonsillaugh, Dublin 17

Eugene Grant, Collins Avenue, Dublin 9

Bridget Moloney, Swords, Co. Dublin

Mary Keogh, Portmarnock, Co. Dublin

A book voucher for €50 has been sent to all winners. Happy reading!



### Across

- 3. In 'Jingle Bells' it's fun to ride in a one-horse open \_\_\_\_\_ (6)
- 5. Many shops have one after Christmas to sell goods at a lower price (4)
- 6. Large tree with hard wood (3)
- 7. Part of a tennis match (3)
- 8. Apple or cranberry \_\_\_\_\_ is popular with Christmas food (5)
- 12. Tube of colourful paper which makes a noise when pulled at a Christmas meal (7)
- 14. The opposite of 'young'.... (3)
- 15. ....and the opposite of 'happy' (3)
- 17. Person who has rare natural intelligence (6)

### Down

- 1. Santa Claus carries them in his sack at Christmas (8)
- 2. House made of blocks of hard snow (5)
- 3. Christmas lights often resemble these heavenly objects (5)
- 4. Special shoe with a thin, metal bar for moving quickly on ice (5)
- 9. Christmas pantomime which features a magic lamp (7)
- 10. These are covered in white icing at Christmas (5)
- 11. Victorian miser who learns how to be generous in the story 'A Christmas Carol' (7)
- 13. Colour of Santa's costume (3)
- 16. Animal which is often present in a Nativity scene (3)

## Story of Ireland Competition

The Dublin Airport Authority was delighted to become associated with an illustrated history of Ireland aimed at younger readers. The Story of Ireland recounts our exciting past from the Ice Age to the present day. The book includes twenty-seven chapters bursting with information chronicling 9,000 years of Irish history.

We have copies of The Story of Ireland to give away to the first 10 correct answers to the following questions. Answers are contained within this edition of **Your Airport**.

Q1: How many dogs and handlers are in the Dublin Airport Dog Unit?

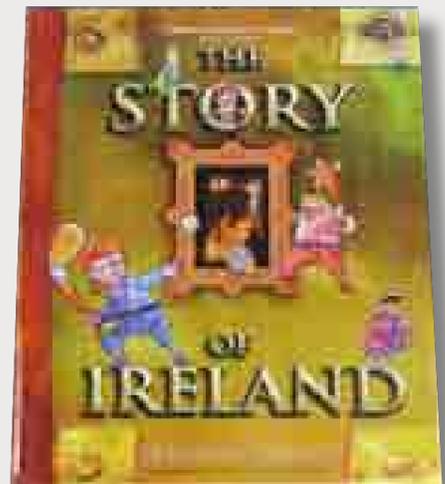
A: \_\_\_\_\_

Q2: Where do the sparkling glints in the terrazzo floor in Pier D come from?

A: \_\_\_\_\_

Q3: How many boarding gates are in Pier D?

A: \_\_\_\_\_



Entries should be marked:  
Story of Ireland competition, External Communications Department, Level 5, Terminal Building, Dublin Airport.

Editor: **Siobhán Moore**, External Communications Manager  
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**Nicola Radford**, External Communications Officer  
**Ciara Carroll**, External Communications  
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