

your airport

Dublin Airport's Community Newsletter

Spoiled for Choice at Dublin Airport

It has been said that the measure of a successful airport is the wide selection of destinations available to its passengers. This is certainly true of Dublin Airport where the range of scheduled and charter destinations has grown phenomenally over the past number of years.

Dublin Airport currently has a record number of 48 scheduled airlines flying to 116 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 18 new routes/services have been launched with a further 12 to come into service by the end of the year.

Dublin Airport is the fifth fastest-growing airport in Europe. At present, 52% of tourists coming into Ireland arrive through Dublin Airport, while a booming Irish economy over the past number of years has enabled an increasing number of Irish people to spend their leisure time overseas. Also the wide range of competitive fares on offer from the various airlines operating at Dublin Airport has contributed significantly to the increase and frequency of people taking short European city breaks.

In addition, the growing number of non Irish-born people residing in Ireland has contributed greatly to route expansion, particularly in the Baltic regions. The European market is the main growth contributor at Dublin Airport. Again this can be attributed to the attractive fares and increasing number of seat sales on offer by many carriers. Also the increasing number of Irish people acquiring property overseas in popular sunny destinations such as France, Spain, Italy, Bulgaria and Croatia has also boosted the European market.

Dublin Airport very much welcomes the recent announcement by Gulf Air that it will begin direct scheduled services to Bahrain later this year. The announcement by Gulf Air is particularly significant as the development of long haul services to the Middle East and onwards from there to the Far East, Australia and Africa, is a goal that has been pursued by Dublin Airport for some time now.

Gulf Air will fly three times a week to Bahrain, starting on 2nd December.

Passengers at Dublin Airport now have the largest ever choice of destinations befitting a capital city airport. In line with its statutory obligations, Dublin Airport continues to be fully committed to the development of the airport. Providing essential passenger services and expanding the choice of destinations and facilities continues to be a key focus for the Airport in its endeavour to enhance the travel experience of its passengers and other customers.



New routes/services already launched this year include:

Destination	Frequency	Airline
Seville	2 flights per week	Aer Lingus
Naples	3 flights per week	Aer Lingus
Marseille	3 flights per week	Aer Lingus
Hamburg	4 flights per week	Aer Lingus
Stockholm	3 flights per week	Flynordic
Newquay	6 flights per week	Air South West
Biarritz	3 flights per week	Ryanair
Eindhoven	Daily	Ryanair
Rome	Daily	Ryanair
Carcassonne	4 flights per week	Ryanair
Doncaster	Daily	Ryanair
Frankfurt Hahn	Daily flight	Ryanair
Doncaster	6 flights per week	Thomsonfly
Chicago	Daily	American Airlines
Toronto	2 flights per week	Air Transat
Athens	3 flights per week	Malev
Knock	2 flights daily	Loganair
Glasgow	Daily flight	Loganair

Coming soon...

Destination	Frequency	Airline
Krakow	3 flights per week	Sky Europe
Bratislava	3 flights per week	Sky Europe
Krakow	3 flights per week	Aer Lingus
Almeria	2 flights per week	Aer Lingus
Bordeaux	4 flights per week	Aer Lingus
Salzburg	3 flights per week	Aer Lingus
Riga	3 flights per week	Aer Lingus
Fuerteventura	1 flight per week	Aer Lingus
Pisa	Daily flight	Ryanair
Bahrain	3 flights per week	Gulf Air
Wracklow	3 flights per week	Centralwings
Katowice	3 flights per week	Centralwings



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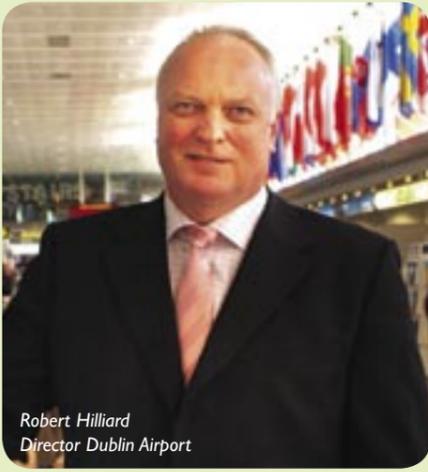


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Welcome



Robert Hilliard
Director Dublin Airport

Welcome to the first edition of *Your Airport*, Dublin Airport's new community newsletter. This publication is being delivered to your home and to 50,000 other households throughout Fingal. We hope it provides you with a closer insight into the day-to-day operations, issues and challenges at your airport, Dublin Airport, and our intention is to produce similar publications twice yearly from now on.

As you know, Dublin Airport is a vital part of the infrastructure of the Greater Dublin region and of Fingal in particular. The Airport is the largest economic entity

in Fingal and, with up to 13,000 people working here, by far the largest employer as well. With over 100 companies based on the airport campus, many of you, our airport neighbours, have first hand knowledge of Dublin Airport by working either with the Dublin Airport Authority (DAA), the airlines and air transport service providers, or the many catering and concessionaire companies based here. For many more of you the airport is the gateway to journeys overseas for business or leisure.

There is no doubt the Airport is a challenging place to work at present with many important issues on the horizon. Providing additional passenger capacity is the single most important challenge facing the DAA in the immediate future. In that regard the DAA welcomes the recent announcement by the Government that it should proceed with the provision of additional capacity, including most importantly, the building of a new passenger terminal and of new pier facilities where passengers can board and disembark aircraft. A comprehensive consultation process with the airlines is now underway to determine the best type of facility and location for the second terminal building.

In the longer-term, the provision of additional runway capacity to cater for forecast growth in aircraft movements and passenger numbers, is another important issue for the DAA. In the short-term, it is an everyday challenge to achieve the most appropriate balance between maintaining essential security and ensuring passengers pass through the airport as efficiently and comfortably as possible.

One of our key priorities is to continue to improve the travel experience of passengers, whose numbers are currently growing by over one million per year. While we are building the new facilities currently being planned to improve that experience radically, Dublin Airport is determined to do everything it can in the meantime to enhance its services to customers.

In this context, many new initiatives have recently been introduced or launched including the re-alignment of the Departures Roadway, to help accommodate extra vehicular traffic. Another incentive has been the installation of a giant new Flight Information Display Screen, providing highly visible flight information data on the departures floor of the terminal; the upgrading of toilet facilities and the painting and

refurbishment of departure areas throughout the various piers; and the recruitment of 120 additional security screening staff and provision of six new passenger screening channels to help ensure the most appropriate balance between passenger security and the efficient movement of passengers through the airport. Further initiatives are planned, including the provision of significant catering facilities beyond the passenger security screening channels which came into effect at the end of August.

I sincerely believe that by keeping you, our neighbours, up-to-date on the happenings at your airport we can all develop a better understanding of Dublin Airport's responsibility to manage, operate and develop the airport and its objective to provide facilities and services for the safety, security and efficient movement of aircraft and passengers.

I look forward to hearing your views on this newsletter and in the meantime I hope you enjoy reading the inaugural issue of *Your Airport*.

Robert Hilliard
Robert Hilliard

Did you know that Dublin Airport is 65 years young this year?

It all began at 9am on Thursday 19th January, 1940. Dublin Airport was officially opened when an Aer Lingus Lockheed 14 aircraft departed Dublin for Liverpool. Collinstown Airport, as it was known then, had just one flight a day to Liverpool; 65 years later Dublin Airport is a hive of activity catering for more than 60,000 passengers every day.

The airport has reached many milestones since those early days of aviation. In the late thirties planning and development began on a terminal building and grass runways at the Collinstown site. The architect of the new terminal building was Desmond Fitzgerald, an elder brother of former Taoiseach, Dr. Garret Fitzgerald. The curved building was designed to echo the lines of the bridge of a great ocean liner and won many architectural awards for its design. This original terminal building, now known as the Old Central Terminal Building, was designed to cater for just 100,000 passengers a year; today the terminal is still partially used for daily passenger operations. Many of the internal design features of the building have been retained as a reminder of those early halcyon days of aviation.

The new Collinstown airport remained relatively quiet during the 1940s as war raged throughout Europe. However, Aer Lingus continued to operate a twice-weekly service to Liverpool. During this period Dublin Airport was required to observe black-outs imposed at the airport during these war years and in March 1941 Cleary's Department store was asked to supply 2,200 yards of black-out material for the terminal building.



Now known as the Old Central Terminal Building, Dublin Airport's first passenger terminal building became operational in 1940

By 1947 flights departing from Dublin ventured as far as Europe with Dutch airline, KLM beginning the first continental service to Dublin. Concrete runways were completed in 1948 and in 1950, after ten years in operation the airport had been used by 920,000 passengers.

Within another couple of decades it became apparent that the original terminal building had far exceeded its capacity and work on a new building began in 1971 to cater for 6

million passengers annually. The airport has expanded and developed since then with the addition of new piers, an extension to the terminal building and a new runway and taxiways to cater for the ever-increasing demand for air travel.

Dublin Airport has hosted many dignitaries and special homecomings in its 65-year history including six US Presidential visits, the return of Olympic medal winners, the Irish Football team from various tournaments and

Eurovision winners. However, for many, the most memorable visit to the airport was that of Pope John Paul II on 29th September, 1979.

Over 215 million passengers have travelled through Dublin Airport since that first flight took off in 1940. This year alone more than 18 million passengers will depart and arrive at the airport, and preparations are underway for the next phase of development to see Dublin Airport handling up to 30 million passengers per annum.

Major Expansion Plans

Dublin Airport Authority (DAA) has a responsibility under law to manage, operate and develop Dublin Airport and that responsibility extends not only to the airlines and passengers who use the airport currently, but also to those who may use it in the future. To that end the DAA must plan, finance and build the infrastructure which Dublin Airport needs to cater for the anticipated growth in passenger numbers and aviation traffic over the next ten, twenty and thirty years.

This type of strategic planning is not just a recent development. As a result of far sighted decisions taken several decades ago, Dublin Airport has the scope and capacity to expand on its existing lands to cater for future growth in air traffic to well over 30 million passengers per year and beyond.

New Parallel Runway

Aer Rianta (the predecessor of the Dublin Airport Authority) began buying the land necessary to build a second parallel runway at Dublin Airport in the late 1960s and, as far back as 1972, the then Dublin County Council included the proposed parallel runway in the County Development Plan.

Long before the current main runway 10/28 was built and officially opened in 1989, the foresight of planners back in the 1960s ensured that the land for a second runway was secured. Such visionary and exemplary planning at airports is not always typical and many international airports are envious of the strategic planning that took place at Dublin Airport.

Like all other airports, Dublin Airport needs to provide facilities to cope with the ever-increasing demand for air travel. With more than 18 million passengers expected to travel through the airport this year Dublin Airport is Ireland's principal gateway to the outside world. For many would-be investors in the Irish economy and for millions of business and leisure travellers, Dublin Airport is also the first significant impression they get of this country, so it is vital the airport continues to operate safely and efficiently and to develop in a timely fashion to manage anticipated growth.

Over the last decade Ireland has seen unprecedented economic growth. Nowhere has this been more evident than at Dublin Airport where passenger numbers have more than doubled in a ten-year period from 8 million in 1995 to more than 17 million passengers at the end of 2004. In fact the airport has seen passenger numbers grow at the rate of an additional one million per year for ten consecutive years.

To cater for the expected growth in passenger numbers well into the future the DAA must plan for additional runway capacity now so that it is delivered on a just-in-time basis. Dublin Airport has stated publicly that it will not bring a new parallel runway into operation until usage of the current runway system is maximised, and it is currently working with the Irish Aviation Authority and with the airlines to achieve this objective.

However, consultants commissioned separately, by Dublin Airport and by the Commission for Aviation Regulation (the Regulatory body which determines the amount of funding available to the Airport for its operations and capital investments) have

stated that a new parallel runway needs to be operational within the next seven or eight years at the latest, or the growth of Dublin Airport and the wider Irish economy will be curtailed.

In this context, and because of the length of time it takes in Ireland to secure planning permission for major infrastructural projects Dublin Airport submitted a planning application for a new parallel runway in December 2004.

The Environmental Impact Statement submitted with the planning application addresses the possible impacts of the new runway on various aspects of the local environment including human beings, plants, animals, soils, water, air, climate, the landscape and material assets including architectural, archaeological heritage and cultural heritage.

Dublin Airport has an obligation under law to plan for and develop the airport to cater for its future growth. But we also acknowledge and understand the issues and concerns of many local residents about the proposed new runway. Dublin Airport is determined to be as responsive as possible to the information requirements of local communities and to co-operate fully with Fingal County Council during the planning process.

In response to a request received from Fingal County Council on 10th February, additional information was submitted in August to the planning authority addressing issues such as water quality, transportation access, natural habitat of wildlife, storm-water management and passenger traffic forecasting.

It is understood that Fingal County Council will make a decision on the final planning application by mid October. The additional information supplied by Dublin Airport can be viewed at Fingal County Council offices, Main Street, Swords.

New Terminal Development

While the provision of additional runway capacity at Dublin Airport is required in the longer-term, extra terminal capacity is required as soon as possible. In that regard the Dublin Airport Authority (DAA) very much welcomes the recent Government decision, which mandates the Authority to build a second passenger terminal at the Airport.

The timeline for the development of a second terminal is likely to extend over several years. We are currently consulting with our airline customers to ascertain what type of facility they require to cater for their forecast passenger volumes and mix of traffic. DAA has engaged Pascall & Watson, London-based airport architects who were involved in the consultation process for London Heathrow's fifth terminal, to manage the consultation process with its airline customers. This process will help determine the most appropriate site, scope and design for the terminal building and support infrastructure. As soon as the specification is finalised, the scope and costings of the project will be submitted, as required by the Government decision, for independent verification before proceeding to the planning process and subsequent construction tender process.

This will be followed by a two-year construction phase. The new terminal will then become operational in 2009 when Dublin Airport's forecast passenger numbers will be in excess of 22 million.

The Government decision also requires the provision of additional aircraft stand facilities at Dublin Airport by 2007, and plans are currently in train to deliver this infrastructure within this challenging timeframe.

With this much-required construction activity planned over the next four years and beyond, Dublin Airport is determined to minimise any

impact on both the travelling public and on neighbouring communities.

Dublin Airport is committed to keeping its neighbouring communities informed on all developments at the Airport and regular updates will be provided on our website, through the newly-established Dublin Airport Stakeholders Forum and through regular publication and delivery of this newsletter.

Dublin Airport currently has three runways:

Runway 10/28 - the main runway is the newest and longest runway at Dublin Airport stretching out at 2,637 metres. This runway is in operation 90% of the time.

Runway 16/34 - is mainly used when there are crosswinds at the airport or when essential maintenance is required on the main runway 10/28. This runway measures 2,072 metres in length.

Runway 11/29 - is the shortest runway and is currently used for category AB aircraft or the light propeller type aircraft.

The proposal is for a second main runway which would operate in conjunction with the existing runway to enable an increased number of aircraft movements. The proposal also includes various taxiways and other essential infrastructure.

The new runway would be located one kilometer to the north and parallel to the existing main runway with a paved length of 3,110m and designated as 10L/28R, whilst the existing main runway would be re-designated 10R/28L.

The new runway would replace the existing short northern runway (designated 11/29) which will be removed.



Aircraft noise issues...

Noise can be a very subjective and personal issue. What might annoy and irritate one person may not be heard at all by another. At home and at work, we sometimes hear noise from various sources, for example, ventilation or heating systems that is hardly noticeable most of the time because of our familiarity with it or because it has no prominent features. We recognise information in the sounds we hear: Information we do not need or want is defined as noise, while the features of that noise that make us listen and take notice, are tones or changes in sound levels.

Turning more specifically to the Airport, aircraft noise is, understandably, a significant issue for some of our neighbouring communities. Achieving the most appropriate balance between the needs of a growing airport that serves as a major transport hub for millions of business and leisure travellers, and the rights and requirements of our nearest residential neighbours provides an ongoing challenge for Dublin Airport as it does for all airports of its size.

The International Civil Aviation Organisation (ICAO) has endorsed the EU Directive 2002/30/EC concept of a "balanced approach" to aircraft noise management. This approach incorporates four key elements to the mitigation of noise levels at airports.

These are:

- The reduction of noise at source (quieter aircraft)
- land-use planning and management,
- noise abatement operational procedures
- and operating restrictions.

Aircraft noise is measured in decibels or dB for short. Modern subsonic jets are about 30 dB quieter than their first generation, similar sized, counterparts. As a sound reduction of 10 dB is roughly equal to a halving of noise volume perceived, this technological development represents about a 90% reduction in perceived noise. All aircraft operating at Dublin Airport conform to the current ICAO standards and as older aircraft are phased out in the short term, this situation will continue to improve.

Turning to land-use planning and management, since the late 1940s the Department of Transport has been providing information on airport safety and environment issues to local planning authorities in order to inform their decision making process in relation to new residential development applications in the vicinity of Dublin Airport.

From the early 1970s the Department of Transport and Aer Rianta/Dublin Airport Authority have provided noise forecasts and contours to Fingal County Council for incorporation into successive County Development Plans in order to assist them in the determination of new residential planning applications in the airport environs. In this context, decisions regarding all planning in the vicinity of the airport rests solely with the planning authorities.

Responsibility for noise abatement operational procedures at Dublin Airport is shared by the Airport itself, the Irish Aviation Authority and the airlines that operate at the Airport.

In recognition of its own responsibilities in this area, Dublin Airport has introduced and continues to evaluate a number of initiatives to monitor aircraft noise levels and to mitigate their impact.

The primary objective of the noise & flight track department at Dublin Airport Authority is to gather information on aircraft approach and departure routes and resultant noise levels at a number of key locations. Dublin Airport has invested €1 million in the installation of a Noise and Flight Track Monitoring System. Purchased from Bruel & Kjaer in Copenhagen, Denmark, the noise and flight track monitoring system comprises four fixed NMTs (Noise Monitoring Terminals) which track and record arriving and departing aircraft located at:

- Balcultry monitoring runway 34
- Artane monitoring runway 16
- Bay Lane monitoring runway 28
- Coast Road monitoring runway 10

The NMT on the Coast Road is located between Baldoye and Portmarnock beside the aircraft navigation beacon called Oscar Papa.

In addition, there are two mobile noise and flight track monitoring units.

Free Phone

Aircraft Disturbance

Line: 1-800-200-034

The airspace through which all aircraft arriving and departing Dublin Airport travel, is under the direction of the Irish Aviation Authority (IAA) which provides air traffic control services in Ireland. The IAA is responsible for the routing of aircraft. Aircraft must land and take off into the wind and the IAA's Air Traffic Control Service decides which runway is to be used by incoming and outbound aircraft, a decision which is primarily based on meteorological conditions at the time.

In August 2003, new environmental air corridors were agreed by the IAA, Dublin Airport and the airlines based at the Airport, which define the airspace in the runway approaches where most aircraft are required to operate. These corridors were designed to minimise disturbance in neighbouring communities and extend in a straight line from the end of each runway out to distances ranging from five to six nautical miles.

Of course there may be occasions when Air Traffic Control may be required to route an aircraft outside these environmental air corridors. To assist us track any aircraft deviations from these designated air corridors and to help us investigate general noise complaints a free phone aircraft disturbance



line has been in operation for some time now – 1-800-200-034. Every phone call regarding aircraft noise is logged, investigated and personally responded to. The NFTMS Analyst liaises regularly with the IAA on aircraft track keeping and procedures.

Engine Ground Testing

Noise at the airport is, by and large, generated by aircraft taking off and landing. However, noise can also be generated by engine ground testing. Engine testing is normally carried out after an engine has been repaired/maintained. This is an airworthiness safety requirement. Every passenger travelling onboard an aircraft wishes to be safe and secure in the knowledge that the airline, transporting them to their final journey, has tested the aircraft and its airworthiness to the highest possible standards.

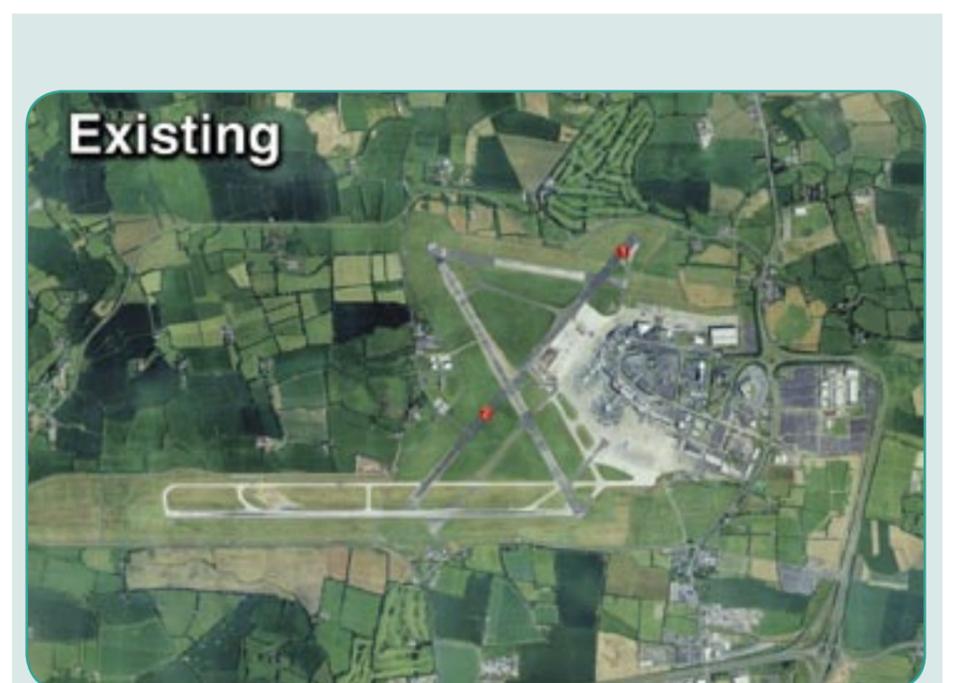
Engine test runs are a normal part of operations at Dublin Airport or indeed any airport. There are two engine test sites at the Airport; one located at the northern boundary of the airport and the other in the centre of the operational area. Current operating practice at Dublin Airport is to achieve a balance between the airlines' airworthiness requirements and mitigating the noise impact on local communities arising from engine testing at the Airport. Consequently, strict controls govern when

engine testing at Dublin Airport can be carried out. There is a total ban on tests between the hours of 23.00 and 06.00. There are also restrictions as to where on the airfield the tests can be carried out with no engine testing permitted on the northern site before 09.00 and after 20.00.

In addition strict guidelines at Dublin Airport permit only one aircraft at a time to test its engines.

Every engine test carried out at Dublin Airport is recorded by the Airside Duty Manager and the Airside Management Unit with a reference number, date, starting time, aircraft operator, aircraft registration, aircraft type, agency providing maintenance, repair and overhaul of the aircraft, finishing time, duration, location and who approved the test run.

All queries regarding engine testing are fully investigated. Of the 34 queries received this year specifically relating to engine testing the vast majority were pertaining to the older B737-200 aircraft. These aircraft are operated by Ryanair and all are scheduled to be taken out of service and replaced by the newer quieter B737-800 before the end of 2005.



Engine Testing Restrictions:

Restrictive ban between the hours of 23.00 and 06.00

No testing permitted on Runway 23, test site 1 before 09.00 and after 20.00

Only one aircraft at a time permitted to test engines.

Dublin Airport in Bloom

Emma Jane Dockery reports from behind the scenes in the Gardening Section



Trudi McGee (front) pictured with her colleagues in the Gardening Section (L to R) Desmond Rodgers, Derek O'Carroll, Eamon O'Carroll, Owen Tobin, Colin Penney, Malachy Tiernan

It's that time of year when many of us are in the garden watching and enjoying the rewards of our gardening efforts. But did you know that 35,000 plants are planted for the summer at Dublin Airport?

We have gone behind the scenes to meet the only female gardener at Dublin Airport and to find out about the Gardening Section.

Trudi McGee a horticulturist working in the Gardening Section is married with two grown up children and lives in Portmarnock. When I first met her she was digging beds and planting the horseshoe beds at the Old Central Terminal Building. The beds around the airport are planted twice a year for summer and winter. Approximately 27,000 plants are planted in winter and 35,000 in summer. Also, some 30,000 tulips are planted in the roundabouts at the airport. These plants are nursed and grown from tiny plugs. Having recently bought trays of six bedding plants from the local garden centre myself, I was amazed at the amount grown at the airport!

Before any of the beds are planted they must be weeded, cleaned and prepared for the new plants. Over 30 tonnes of manure is used to improve the condition of the soil and comes from Kilronan Stud Farm, which is on the airport's doorstep. The Gardening Section has strong connections with the local community and seeks to apply best environmental practices. Where possible all the machinery used such as tractors, and rotivators are sourced locally. Waste is shredded and they are researching the most effective way to compost and recycle.

The planting of beds is only one part of the busy gardening operation at the airport. In order to maintain the grass it takes two full time staff cutting each day. There are also many trees, hedges, shrubs and woodland areas that need be maintained. The gardeners also look after many of the indoor plants and displays that you see in the airport. The

Gardening Section at the airport is quite unique as it combines many of the features of parks, gardens, motorways, botanical, and indoor planting.

Seven full time staff work in the Airport Gardening Section. A work placement student from St. Michael's House helps out too. Eamon O'Carroll works in the Gardening Section every Wednesday and has been doing so for more than 15 years. Transition year students from Scoil Chiaráin Special School in Glasnevin also assist the section.

Being the only female in the section does not faze Trudi. Originally from Wexford, she has always had a keen interest in gardening. She says, 'just go for it!' It's never too late to start and you can begin at any level. While the children were in school, Trudi took a gardening class in Donaghmede. From there she went to St. Peters College Killester, The Botanic Gardens and even spent time in Italy near Lake Como.

The cold and wet don't seem to bother her either, as she comes well prepared with thermals and thick socks in Winter. Conversely in the Summer she can enjoy the warmth and sunshine while the rest of us are working in baking offices! To her it's all worthwhile, she loves watching things grow, being outside, observing the seasons and designing planting schemes. She says 'there are some lovely surprises when you see things coming up that you forgot about'.

When Trudi is not busy working at the airport, she is spending time with her Mum, looking after her family and re-designing her own garden. Despite all of this, she manages to find the time to pursue her passion and is involved with many horticultural societies. These include The Irish Orchid Society, Irish Garden Plants Society and the Howth Sutton Horticultural Society.

Trudi was delighted to give local residents some gardening tips for this time of year.

Competition Time...

Here's a chance to win one of five €100 Travel Value Vouchers. Simply answer the questions below and post or email your responses to:

Competition, Community Affairs & External Communications Department, Dublin Airport, Level 5, Terminal Building, Dublin Airport or e-mail your.airport@dublinairport.com

1. How many million passengers are expected to travel through Dublin Airport this year?

2. What length is Dublin Airport's main runway 10/28?

3. On what date did the first commercial flight take off from Dublin Airport?

Name: _____

Address: _____

Tel: _____

Trudi's Gardening Tips for September

Bulbs for Spring Flowering

- Buy as soon as they become available.
- Make sure the that the bulb is firm and plump with no stripes or blotches, and no sign of leaf root growth.
- Bulbs require free draining soil, add coarse sand or grit if the soil is heavy.
- Plant bulbs at two to three times their depth.
- Water in if the weather is dry.
- Tulips may be planted as late as November but be sure to plant other bulbs as soon as possible.

Roses

- Keep deadheading roses to ensure a late flowering display.
- Prune summer flowering climbers and weeping standards.
- Take cuttings of about the same thickness as a pencil and plant outside in trenches lined with grit or coarse sand. They may also be planted in pots of free draining compost – do not let these dry out.
- Continue hoeing and spraying against pests and disease.

Flower Garden

- Don't neglect hanging baskets – a little deadheading, watering and feeding can help them last through until mid autumn.

- Continue to deadhead plants such as dahlias, chrysanthemums and penstemons to prolong their display.
- Take cuttings of tender perennials such as Pelargonium and Osteospermum.
- Take semi-ripe cuttings of shrubs such as Cistus, Ceanothus and Viburnum.
- Keep early flowering shrubs such as Camellia and Rhododendron well watered during dry spells to ensure good flower bed initiation.

Fruit and Vegetable Table

- Dig up potatoes before slug damage becomes a problem and leave them out two to three hours before storing.
- Keep up with blight control on outdoor tomatoes and potatoes.
- Lift onions and shallots once the foliage has started to die back.
- Continue to sow spring cabbage, turnips, spinach, Oriental vegetables and overwintering onions.

Remember autumn is the best time for planting. The soil is still warm and the plant will establish quicker than if it were planted in winter or spring.

North Dublin School of Music

In 1982 Timmy Ryan, an electrician with the Dublin Airport Authority for the last 32 years, was looking for a place for his son to play violin, an instrument he was learning at the time. He was surprised to find there was a distinct lack of classical music endeavours on the northside of Dublin. In fact, the closest orchestra was based in Sallynoggin in south county Dublin.

Timmy, and a number of others, decided to set up their own orchestra, initially based in Glasnevin. The orchestra, at its height, had about 50 members while the Sallynoggin based orchestra had about 300. The founders of the northside orchestra quickly realised there was a problem finding trained musicians on the northside. As a result, the orchestra developed into a school of music in 1986 – the North Dublin School of Music. The volunteer run organisation has gone from strength to strength since its inception growing to 17 teachers and 250 students. The School of Music holds weekly classes at St. Finian's Community College in Swords.

The school relies on donations and corporate sponsorship to survive and this is where the Dublin Airport Authority comes in. We have been supporters of the school since its inception in the 80s and have sponsored the Swords Young Musician of the Year for the past 12 years. This year's competition was held over the weekend of 28th and 29th May and as usual was a huge success. There were competitions for piano, string, woodwind, keyboard, recorder, voice and traditional. Over 80 competitors took part on the Saturday and 17 winners went through to the

final on the Sunday. The overall winner was David O'Shea, a talented 15 year old piano player who is a pupil at St. Finian's Community College in Swords.

A number of the school's first students from its early days have continued to pursue their love of music and now teach at the school and pass their skills on to a new generation of musicians.

In late 2004 Timmy Ryan approached the Dublin Airport Authority to ask for help in the purchase of a piano for one of the school's three piano teachers. Dublin Airport Authority was delighted to continue its support for the school and indeed commend the volunteer committee and the teachers on their dedication and commitment in encouraging the students in their musical interests. The school went ahead and arranged the purchase of a piano and in late February 2005 it was officially presented to the school.

As with any dedicated voluntary group the school has plans for the future which includes expanding its wind instrument collection. They currently teach flute, clarinet and saxophone but want to expand into brass instruments like trumpet and trombone.

Classes are held in St. Finian's Community College, Swords every Saturday and Sunday. If you would like more information on the North Dublin School of Music please contact Timmy Ryan at 01 8621851.



Maura Cassidy (left), Community Affairs Manager, Dublin Airport, Deirdre Kearney, Music Teacher and 11 year old Jack Tobin from Swords, who is the grandson of Neil Tobin, at the handing over of a new piano, sponsored by Dublin Airport, to the North Dublin School of Music.

Junior Achievers... High Flyers!

Ciara Carroll shares her experience of the Junior Achievement Programme

Junior Achievement Ireland was set up in 1995. The organisation's principal objective is to build a bridge between the classroom and the workplace. Every year, thousands of volunteers from business communities go directly into local classrooms to teach enterprise skills to students and thereby reinforce the value of educational qualifications.

Dublin Airport Authority is proud to be involved with Junior Achievement for the past six years. It provides the company with an opportunity to give something back to the community by making an investment in young people.

Volunteers help young people develop the leadership skills they'll need to succeed in school, the workplace and life.

Earlier this year I myself had the pleasure of becoming such a volunteer. Having completed the training provided by Junior Achievement volunteers, which takes just 2 hours, I was very lucky to be assigned to teach a programme called 'Our Families' to the first, second and third class students of St. Margaret's National School. The programme was designed to teach students about the role they play in their families. The children learned through a series of hands-on activities about jobs, needs, wants and interdependence. I taught one session a week assisted in the classroom by the teacher, and each session lasted from 45 minutes to an hour.

As a newcomer to Junior Achievement, my first day was, to my surprise, quite nerve



Chief Airport Fire Officer, Gerry Keogh and his colleagues in the Fire Station at the presentation of certificates to Junior Achievers at Dublin Airport recently.

wracking! Class teacher Fionnuala Gryson, Principal Michael Mooney and the other staff of St. Margaret's NS, soon put me at ease, welcoming me with a cup of tea. The 24 children were enthusiastic, excited, and extremely welcoming. In fact their enthusiasm for my visits grew as we progressed through the programme, and despite my earlier nerves, I found myself looking forward to the class each week. On completion of the course, each student is presented with a Certificate of Achievement.

Thanks to Gerry Keogh, Chief Airport Fire Officer at Dublin Airport and Fire Officer Ray Craven we were able to take the children out to Dublin Airport, for a visit to the Fire station, which they enjoyed immensely. The tour concluded with the presentation of Certificates by Gerry which the children proudly accepted!

There are several different Junior Achievement programmes for young people aged 5 to 18 years, which teach primary and second

level students the risks and rewards of entrepreneurship through a unique business and education partnership.

If you would like your company or your school to get involved with Junior Achievement, you can contact their Head Office directly at 01 2366644 or email info@juniorachievement.ie

For more information visit www.juniorachievement.ie

Ambient Air Quality at Dublin Airport

An old saying goes: "If you don't monitor it, you can't measure it. If you can't measure it, you can't manage it", and this is very much the case with air quality control. By Victoria Carroll

In order to manage and improve our environment, it is essential to monitor it. Monitoring is necessary in order to establish background levels so that the effects of any pollution from point and diffuse sources can be measured. These results can then be compared for compliance against current Irish and EU legislation and standards. Plans and programmes are continuously developed to improve the overall quality of the environment for everyone who works and lives in close proximity to the airport. In this regard, Dublin Airport works with the Environmental Protection Agency (EPA) and Fingal County Council to ensure that the best programmes are in place to monitor and assess ambient air quality in and around the airport.

The Dublin Airport Authority (DAA) understands that air quality, which is a key element of the natural environment, is an issue that people have concerns about. Accordingly, the DAA has put in place a detailed voluntary commitment to monitor the ambient air quality in and around Dublin Airport.

Pollutants

By their nature, airports are busy places with numerous activities taking place over a large area. Large numbers of cars, taxis and buses use the car-parks and set-down areas provided. Improvements in the road network and motorways also allow the airport to become more accessible to the region. At Dublin Airport, the runway capacity can handle up to 46 aircraft movements in the peak hour catering for the increasing demand for air travel. All this activity obviously uses energy and burns fuel, producing primary pollutants. To what extent these pollutants are produced, and secondary pollutants created, depends on factors such as size and layout of

the airport, fuelling arrangements of the airline or handling agent, number and type of vehicles using the airport, and prevailing weather conditions (particularly wind characteristics).

Aircraft engines produce emissions that are similar to other emissions resulting from fossil fuel combustion. However, aircraft emissions are unusual in that a significant proportion is emitted at altitude. Dublin Airport can only monitor ambient air conditions at ground level. The combination of aircraft ground level emissions and other human activities in and around airports calls for the monitoring of these parameters.

Independent Environmental Consultants

Ambient air monitoring is conducted throughout the year by independent environmental consultants who have the specialist expertise and equipment to conduct such sampling and analysis on behalf of the DAA. The consultants use both passive diffusion methods and continuous monitoring of the parameters generally associated with airport operations (such as Nitrogen Dioxides, Sulphur Dioxides, Carbon Monoxide, BTEX, and Particulate Matter).

The purpose of the air monitoring is to maintain a 'listening watch' on the status of the local ambient air quality, and to facilitate appropriate timely actions if and when required. It is part of Dublin Airport's proactive approach to the environment.

Range of Monitoring

Initial air quality monitoring at Dublin Airport commenced in the early 1990s. The number of sites monitored and parameters analysed over the years has varied with changes in the industry and developments of EU legislation. In 1994, for example, three

sites were monitored to detect background concentrations and the levels associated with car and aircraft emissions. In 2003, in line with best practice, Dublin Airport expanded the range of monitoring carried out at the airport. A further seven sites were identified in and around the airport with the intention of building up a better profile of ambient air quality in the vicinity. In addition, the parameters being measured were altered to take account of the increase in use of unleaded petrol. As a result of this, and due to the already low detected levels, lead was removed from the parameters list. The remaining parameters (carbon monoxide CO, nitrogen oxides NO_x, sulphur dioxide SO₂, small particulates PM₁₀, and benzene) continued to be measured.

In 2005, the Dublin Airport Authority increased the number of routine sites to eleven, and the suite of parameters increased yet further to include Ozone and PM_{2.5} during the summer months; also benzene was replaced with the full 'BTEX' suite (benzene, toluene, ethylbenzene and xylene).

Monitoring locations are positioned on all sides of the airport thus providing an integrated picture of the spatial and temporal variations of ambient air quality around the whole facility. Monitoring at other locations is conducted as and when required to supplement the monitoring programme. The objective of this comprehensive programme is to build up a good knowledge of ambient air quality in and around the airport and results are assessed in conjunction with meteorological data from Met Éireann and statistics on aircraft movements. Collated reports are reviewed on a quarterly basis and annualised figures compared with the relevant standards and EU legislation.

Aircraft and Traffic Emissions

Recent progress in turbine engine design and optimisation of fuel burn efficiency has the general net benefit of improving the exhaust emissions from each aircraft. As aircraft engine technology advances and fuel composition improves, proportional pollutant levels as a result of aircraft emissions should reduce. Air quality is also affected by the passage of vehicular traffic, and the road network in the vicinity of Dublin Airport (i.e. M50 and M1) has developed significantly in recent years – improvements in transportation technology and motor emissions in time should also assist in this area.

Way forward

It is the intention of the Dublin Airport Authority to continue to invest and develop its monitoring regime. This will be achieved in a number of ways. By maintaining a listening watch in this area, by broadening our understanding of the local ambient air quality trends on all sides of the airport and by progressing with the development of a conceptual model of ambient air conditions in the future (which can be calibrated and validated with further analysis results, met data and traffic figures.)

This will enable Dublin Airport to proactively help in improving air quality on and around the facility, and increase stakeholder awareness of the issues involved in maintaining current air quality and improving ambient air quality into the future.

The DAA will continue to work closely with the EPA and Fingal County Council on the many environmental aspects concerning the airport.

Ambient Air Monitoring Sites for 2005

1. Forrest Little
2. Kilreesk
3. Ridgewood Estate West, Swords
4. St. Margaret's School
5. Harristown/Fire station, Dublin Airport
6. Runway 28 (east end), Dublin Airport
7. Runway 10 (west end), Dublin Airport
8. St. Nicholas of Myra, Malahide Road
9. Naomh Mearnog GAA, Portmarnock
10. Oscar Papa, Portmarnock
11. Castlemoate House, Dublin Airport



Stakeholders Forum established for Dublin Airport



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

Dublin Airport has been in consultation with Fingal County Council and the Fingal Development Board with a view to establishing a Stakeholders Forum to strengthen relationships between the Airport and its neighbouring region.

The principle objective of this initiative is to provide an effective forum for the discussion of the development and operation of the Airport and its relationship with users and with people living and working in the surrounding area.

The Stakeholders Forum will provide a focus for communication between all Dublin Airport's local stakeholders and help promote better understanding and dialogue between those whose responsibility it is to manage and develop the Airport and representatives of its local community. In cases where sometimes there are opposing views on an issue, the Stakeholders Forum should assist in bringing clarity and balance to the debate.

It is proposed that many airport users and community groups be represented on the Forum together with the local authority, County Development Board, the various chambers of commerce and other relevant businesses.

Many international airports have established similar types of bodies. In the UK for example, similar groups are known as Airport

Consultative Committees and provide an effective platform for sharing information and achieving better understanding of the rationale for various points of view.

A selection committee to choose an independent chairperson was established comprising Cllr. Ciaran Byrne, Cllr. Peter Coyle, John Tierney, County Manager, Fingal County Council and Robert Hilliard, Director Dublin Airport

The selection committee has since met and appointed Dr. Danny O'Hare, Chairman of the Food Safety Authority who has kindly agreed to become the first chairperson on the Forum. Danny is a former President of Dublin City University, Chairman of the Independent Hospitals Association of Ireland and Chairman of the Irish Children's Museum. He is a non-Executive Director of Calor Teoranta and Framework Solutions, as well as being a member of the boards of the eVoting Commission, Common Purpose, Outreach Moldova and of Respect. He was Chair of Ballymun Regeneration, the Expert Group on Future Skills Needs and the Information Society Commission.

Talking recently about the importance of a Stakeholders Forum for Dublin Airport, Robert Hilliard Airport Director said, "I have long held the view that a Stakeholders Forum for Dublin Airport is the ideal platform to meet collectively with the many local and business representatives that the airport interacts with almost on a daily basis. I genuinely believe that by engaging in constructive dialogue, in a more formalised setting, Dublin Airport and the many representative groups on the Forum can achieve mutual understanding and tangible results regarding the issues that are of concern to the Airport's neighbouring communities."

It is hoped that the first meeting of the Dublin Airport Stakeholders Forum will take place in the Autumn.

To view the final Dublin Airport Stakeholders Forum document please access the Dublin Airport website at www.dublinairport.com

Who we are

This first edition of **Your Airport** was compiled by our Community Affairs & External Relations Department. If there is anything in particular you would like featured in our next edition, or information provided on some topic, please let us know at your.airport@dublinairport.com. You might like to know who we are so here's a brief introduction to Community Affairs & External Communications Department:



Siobhán Moore **External Communications Manager**

Siobhán has over 20 years experience working in Dublin Airport, Siobhán has responsibility for the day-to-day external communications at Dublin Airport particularly in handling operational media issues. In addition, she also has responsibility for community affairs and noise and flight track monitoring.



Paul O'Kane **Communications Officer**

Paul has been working at Dublin Airport since 2000. He has responsibility for updating the company's intranet site and he provides assistance to internal departments requiring information brochures for passengers. He also liaises with internal department who require training material e.g. brochures/videos. Paul is currently on the working committee to re-structure the company's internet site.



Maura Cassidy **Community Affairs Manager**

Maura has over 26 years of experience working in Dublin Airport. She has responsibility for liaising directly with the local neighbouring communities regarding issues directly concerning them such as the proposed new runway. Maura also looks after local sponsorships.



Ciara Carroll **External Relations Officer**

Ciara joined Dublin Airport in 2001. She has spent most of that time in the press and public relations department. Ciara has responsibility for dealing with media issues and filming requests at Dublin Airport. She also liaises with local schools regarding the Junior Achievement and Green Schools programmes.



Ciaran Moore **Noise & Flight Track Analyst**

Ciaran has been working at Dublin Airport for more than 23 years. Some of that time was spent in retail in the Duty Free shops and more recently in the Health & Safety Department. Ciaran took responsibility for noise and flight track monitoring in February this year. Noise and flight track monitoring was established in 2001 to provide information and assistance to local communities regarding aircraft noise.