

# your airport

Dublin Airport's news for the local community

Issue 6 Summer 2008



## T2 Takes Shape

The DAA is investing more than €1 million every day this year to improve, expand and modernise Dublin Airport.

DAA's €2 billion Transforming Dublin Airport programme is well underway and is focused on giving passengers a much better travel experience at Ireland's largest airport.

The programme covers major projects such as T2 and the extension to the existing passenger terminal. Included is a wide range of more minor initiatives that will also help to improve Dublin Airport.

The centrepiece of this investment programme is T2, the new €395 million passenger terminal that will open to the public in April 2010.

While the new terminal will cost €395 million, the overall cost of the T2 scheme, which also includes Pier E, a new energy centre and an upgrade of the airport's internal road network, is €609 million.

Work started on T2 last October and huge progress has been made in recent months – as can be seen by any visitor to the airport.

A huge amount of material had to be excavated at the site before the concrete foundations were poured. Before this could happen, we also had to divert and move all of the existing underground electricity, gas, water and telecommunications services. This was a hugely complicated task as each pipe and over 5,500 cables had to be checked and rechecked to ensure they had been diverted and were no longer live before being dug up.

At the peak of our big dig there were hundreds of truck movements per day to and from the site. But the impact on day-to-day airport operations was minimal as, before starting the excavation, we built a new road specifically for trucks to access and egress the T2 site.

We were also able to reuse about 7,000 cubic metres of soil excavated from one part of the T2 site to raise the ground levels at another area within the construction zone. This greatly reduced the need for landfill and also reduced the number of truck movements to and from the site.

On March 31, we erected the first piece of structural steel for the new terminal and during the past few weeks the shape of the new T2 baggage hall has become apparent. We are using twice the amount of steel that was needed to build Arsenal's new Emirates Stadium in London and about 80% of the steel for T2 will come from reclaimed sources. We have also recently started to build the steel frame of the new T2 energy centre, which is located at the eastern end of the construction site. The new energy centre will have a gas-fired combined heat and power (CHP) plant, significantly reducing carbon dioxide emissions.

The construction hoarding erected around the T2 site is also environmentally friendly as it is made from recycled plastic and will itself be recycled after use. The T2 hoarding is made from recycled PVC and is much more environmentally friendly than timber as timber hoardings have little value and often end up in landfill at the end of a

project. As well as being made from recyclable material, the new plastic hoarding is itself 100% recyclable.

The progress at the main T2 site is clearly visible to all visitors to Dublin Airport as the skyline is beginning to change with the new structures. Behind the scenes, work is also well advanced in the construction of new aircraft parking stands for Pier E, the new boarding gate area that is part of the overall T2 construction programme.

T2 will be an ultra modern building, designed around customers' needs. It will be filled with space and light and is intended to be an elegant cost-effective solution to the current capacity problems at Dublin Airport. The new terminal has the right space in all the right places and unlike a lot of terminals, it has been designed so that both departing and arriving passengers will enjoy a new experience in travelling through Dublin Airport. We are acutely aware that the site for T2 is the middle of a live airport environment, unlike Heathrow's T5 where the construction work took place far away from the general public. We are building right beside the existing terminal as the main approach road to that terminal runs right through the T2 site, therefore we are taking every necessary precaution and preparing meticulously and planning for every eventuality.

The DAA remains committed to delivering its new facilities in a way that causes as little disruption as possible to passengers and our neighbours. Please bear with us as we continue to improve your airport.



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# Welcome ...



Robert Hilliard  
Director Dublin Airport

## Welcome to the first edition of our Community Newsletter for 2008.

The airport continues to be as busy as ever and we are preparing to handle more than 14 million passengers during the busy summer months from May to October, more than used the airport in a full year only a few years ago!

We expect to cater for an additional 1.5 million passengers this year, which averages out at just over 4,000 extra passengers every single day in 2008. Passenger volumes at Dublin Airport are growing steadfastly and we are now ranked the 8th largest in Europe in terms of handling international traffic and 14th largest in the World. It is an interesting fact that Dublin Airport now handles more international passenger traffic than JFK Airport in New York and Los Angeles Airport.

Our destination network is also growing with the addition of 17 new routes/services this year so far including a new scheduled direct service from Dublin to Moscow served by Russian airline S7, which was launched recently.

The landscape of the airport is changing on what sometimes seems a daily basis as work gathers pace on our second terminal T2, Pier E, an extension to the existing terminal building and all the necessary utilities, campus roads and apron works associated with the biggest ever building programme to transform Dublin Airport. We are investing over €1 million every day during 2008 to upgrade the Airport so that it can cope with the volumes of passengers and aircraft.

Once again this year there will be plenty of pink and green polo shirts visible throughout the terminal building as we have again increased the number of Customer Service Agents on

duty over the summer season. In addition to their normal duties inside the terminal, they will also manage the flow of traffic on the Departures Road. Many of our seasonal Agents and trolley staff are from the locality, and some of them return to us year after year to fill their summer months during school or college holidays. They play a vital role in assisting passengers through the terminal and in helping the airlines manage their check-in queues.

### Dublin Airport City

Recently we announced a very exciting economic development known as Dublin Airport City. The concept of an airport city was developed from a vision to deliver a hub of economic and commercial activity. As well as attracting multi national organisations the development of this large-scale, environmentally progressive economic zone will also provide valuable funding support beyond the airport's current €2bn investment programme. It is anticipated that the completed development could support in the region of 30,000 jobs when completed over its 15-year period.

I hope you enjoy our first edition of Your Airport for 2008. If there is any particular area of the Airport you would like to read about please email us at [your.airport@daa.ie](mailto:your.airport@daa.ie). In the meantime I wish you a very pleasant summer.

Robert Hilliard  
Director - Dublin Airport

# Sustainable Transport Update

By Ivor Maleady, Mobility Manager

Dublin Airport is committed to promoting alternatives to the single occupant car user and Mobility Manager, Ivor Maleady, is responsible for encouraging staff and passengers to choose sustainable transportation when they travel to and from the Airport.

As the Airport grows, DAA is conscious of the impact that this has on its neighbours, infrastructure and the environment and as such it is committed to Mobility Management initiatives. Car-sharing, Tax-saver Commuting and improved bicycle parking have been introduced to assist those who wish to choose alternatives to the single car user option and other schemes such as free bike hire for airport staff will be introduced shortly.

Currently 21% of airport staff take the bus on a regular basis, 5% share their car journey and another 1% cycle. It's clear from these figures that a significant amount of staff are actively supporting sustainable transport at Dublin Airport.

### Carsharing

The Dublin Airport website, <http://dublinairport.carsharing.ie> was launched in December 2007 and to date our registered users have saved over 1,000kgs of CO<sub>2</sub>, over 300 litres of fuel and over 4,000 kilometres. There are currently 54 registered users and recently SR Technics and Aer Arann joined the scheme. Of course car sharing is not a new phenomenon, many staff members have shared their journeys to work in the past. It is hoped the website will provide a facility that enables those who wish to car-share to do so easily.

### Tax-saver Commuter Tickets

Since December 2007 staff can claim up to 47% back on the cost of a monthly or annual Bus/Rail/Luas ticket. This scheme has yielded huge savings for some staff members already. The

cost of an annual bus ticket, for example, is €850 but the staff member pays just €450.50 deducted through their payroll.

### Bicycle Facilities

Up to 40 additional bike parking spaces have been provided to cope with the demand for appropriate facilities for staff who choose this transport option. In total Dublin Airport has over 100 designated spaces for cyclists with more to follow this year.

### Free Bike Hire Scheme for Staff

Shortly Dublin Airport will have a free bike hire scheme similar to many schemes seen in cities around Europe. Staff members can register and hire a bike free of charge if they need to travel from one end of the airport campus to the other. Initially the bikes will be located at key points around the complex with a view to expanding the network should the need arise. Some staff members currently use their car to get from their office to meetings on the campus but it is hoped that the bike option will prove to be a more popular one.

### New Bus Routes

Flybus: Two major private sector coach operators – Dualway and Eirebus have joined together to launch Flybus, a new premium bus service to Dublin Airport.

Flybus will be operating a new scheduled service from Dublin Airport to Liffey Valley and The Square in Tallaght from May 2008. The Flybus service operates from the Coach Park and will commence at 04.00hrs each day and a ten-journey ticket costs €40.00.

Matthews Coaches Ltd will launch a scheduled service from City North Business Campus near Stamullen on 23rd June 2008. Matthews Ltd will be using this complex as a hub for its current routes – Drogheda, Dundalk, Bettystown and Laytown to feed onto the Airport service. It is envisaged that the City North service will commence at 05.00hrs each day and will operate from the Airport Coach Park.



Aircoach have also launched a Greystones – Dublin Airport route servicing Bray – Shankill – N11 – Blackrock – Booterstown – Sandymount and through the Port Tunnel to Dublin Airport. The service will also include The Point Depot on its route. This is a 24hour service operating from the Arrivals Road.

## Community News

By Maura Cassidy, Manager Community Affairs

# St. Margaret's GAA Club Centenary Year 2008

Dublin Airport Authority has enjoyed a very long and successful relationship with St. Margaret's GAA Club which is located immediately to the West of the Airport. The Club is celebrating its Centenary Year in 2008 and so far it is living up to its billing as being a memorable year for both Club and Parish.

As part of the Centenary Celebrations, St. Margaret's GAA Club are organising a number of events throughout the year. A Race Day at Fairyhouse in February was the first event in the calendar, which was a truly memorable day with nearly 800 people in attendance and a number of special guests making an appearance. The Club Centenary Ball took place on the May Bank Holiday weekend and the black-tie event gave the parish of St. Margaret's an opportunity to get dolled up for the evening.

Another big event took place on May 17th, when the Dublin Senior Team took on Sligo in a Senior Challenge match at the Club grounds in St. Margaret's. The large crowd who turned up to support the 'Dubs' were not disappointed as the final score was Dublin 1-13, Sligo 1-8. To coincide with the Club's

Centenary Year celebrations, the Club has launched an ambitious Development Plan, which will see the football pitches and facilities at the St. Margaret's Community Complex grounds substantially modernised and upgraded. These plans will contribute to the Club's growth and success for the next 100 years. The Development Plans include; Floodlighting and sanding of the main pitch at the Club grounds to turn it into a year-round natural playable surface; Development of juvenile pitch into an all-weather facility with floodlighting and fencing; Construction of a walk-way around the entire Community Complex grounds to provide a valuable amenity to the entire community; and modernisation and extension to the existing Complex building, to include improved changing facilities.

In addition to the Dublin Airport Authority renewing their official Club sponsorship agreement, the DAA has also signed up for one of the main sponsorship packages for the Centenary Year. This continues the key involvement of the DAA with the Club, which has been in place for many years.



Attending the St Margaret's GAA Club Centenary Gala Ball were (Front L to R) Yvonne Hilliard, Robert Hilliard, Director Dublin Airport, Brian Lenihan TD, Minister For Finance. (Back L to R) Maura Cassidy, Manager Community Affairs Dublin Airport, Pat Stritch, Chairman St Margaret's GAA Club, and Siobhan Moore, External Communications Manager Dublin Airport

## Maintaining Our Roads and Grass Verges



Martin Carroll, Project Manager - Landside

There are many facets that make-up an airport campus and its environs. In the case of Dublin Airport the DAA also manages 14.5 kilometres of verges outside the airport campus.

Martin Carroll, Project Manager - Landside has responsibility for the maintenance of the grass verges on these external roads. He must ensure, not only from a safety and appearance point of view but also from a good neighbour perspective, that these verges are kept in a clean and safe condition. Every year between April and October Martin arranges to have the grass verges on all these roads cut to achieve this aim. The grass is cut from approximately 200mm high to ground level at which point it is mulched into the ground. This process of mulching avoids the need to apply artificial fertilisers to the grass, by applying

indigenous nutrients directly back into the soil thus competing the organic cycle.

Martin also arranges to have the roads kept clean and organises a litter collection before each cutting of the grass. During the period November to March, when no cutting takes place, litter is collected from the grass verges once a month. Ensuring that the drainage channels remain clear also falls into his area of responsibility. These channels must be kept clear to minimise the risk of flooding on the road surface. Maintenance of the road verges surrounding the Airport helps Dublin Airport Authority improve the general environs for the community, visitors and staff at the airport.

## St. Cronan's Junior School Garden Project

The Dublin Airport Authority is delighted to participate in the introduction of a new garden project at St. Cronan's Junior National School, Brackenstown, Swords. The project will involve the development of a new garden that will benefit the children of the school.

For many years, past Principal of the school, Anne McMahon, had a heartfelt wish to create a garden that would provide a source of learning, fun and even therapeutic care to the children of the school. Special Duties teacher, Edel Blake, explains the benefit of such a garden within the school. "With many children now living in housing developments with little or no garden space, the school hopes to introduce the pupils to the benefits of green space and learning to maintain a garden. With this in mind the garden will incorporate a sensory flower bed - encouraging children to enjoy the many different textures, smells and colours of mother nature." The sensory garden will also be of particular benefit to children in the Autistic Spectrum Disorder Unit that is located in the school.

The garden will also include a vegetable section to teach children about healthy eating. The children will grow, prepare and eat their own fruit, vegetables and salad ingredients. Each class will be given responsibility for a section of the garden, teaching them a sense of responsibility and achievement. The Dublin Airport Authority gardening and carpentry sections will be involved in preparing the garden for planting and the company will also sponsor plants and trees. Watch out for our next issue of 'Your Airport' when we will feature an update on the progress of the garden.

Developing plans for the new St Cronan's National School garden project were Dublin Airport representatives Pat Nally, Carpentry Supervisor, Owen Tobin, Gardening Supervisor, Maura Cassidy, Manager Community Affairs, and Edel Blake, Teacher with St Cronan's National School



## DAA Supports Portmarnock Community School Trip

On Friday, 1st February, 2008 thirty-three transition year students from Portmarnock Community School, a medical team and trades people departed Dublin Airport on a two week trip to work with Marian Finucane's charity, 'Friends in Ireland' in the AIDS-stricken Kwazulu-Natal region of South Africa.

In response to a request from Niall Fitzgerald, the project co-ordinator within the school, DAA were delighted to lend their support and requested that one of the students keep a diary of the trip. The following are some highlights from Catherine Healy's diary.

Catherine wrote of her first impressions on arrival in the country, "South Africa is the kind of place where poverty and wealth live side by side. It's the kind of place where waiters and bus drivers talk as if they had a degree in African history and sociology. It's the kind of place where scenes you'd only

previously seen on TV and Concern boxes hit you like a storm in the desert."

The group made a short journey by air to Durban and travelled on to Angeli Lodge where everyone was assigned to groups. Catherine was assigned to the group working with the schools. Of one school she says, "In one of the poorer schools, there is on average eighty students in a classroom; with six using a desk made for two. Their toilet is a pit in the sandy ground and they have no electricity. We were the first visitors they'd had in over nine years and on hearing of our visit two days before, they wanted to ensure that we would leave truly believing that South Africa is not such a bad place after all."

She will remember South Africa as a place where "they dance at break time, and not a dance choreographed at a local leisure center, but a rhythm born by the thumping of their manmade music and beat of their hearts."



# T1X Takes Shape

The shape of the new Terminal One Extension (T1X) is now beginning to emerge. Significant progress has been made on the installation of the pre-cast concrete and structural steel works that will form the backbone of the new extension. Pre-cast concrete lift shafts and a pre-cast stair core have now been put in place.

The concrete comes in pre-cast panels, which means that no concrete pouring is required on site. This saves a significant amount of time and ensures that the work is completed more efficiently. The concrete panels are lifted into place and then bolted together. The stair core

and lift shafts took approximately five days to install. The construction of T1X is being undertaken in three sections. The newly completed work represents an important step towards the eventual completion of the first section.

It is expected that the €55 million T1X project will be fully complete by next summer, providing more circulation space for passengers, an enlarged and reconfigured check-in area at the northern end of the terminal, and additional retail space. The Terminal One extension will dramatically improve the passenger journey to both Pier A and Pier D.



# DAA Plan €25 Million Extension to Pier D

The DAA is planning to build a €25 million extension to Pier D to help meet the huge demand for short-haul services from Dublin Airport.

The new two-storey extension will increase the size of the existing Pier D facility by about 30% adding seven new boarding gates serving eight aircraft parking stands. The extension will have the same level of internal and external finish as Pier D, which opened last October.

Subject to planning permission being granted, construction of the 4,500 square metre extension to Pier D will begin this December and

the new facility will be completed by January 2010. The extension is being designed for fast turnaround short-haul services.

The DAA has submitted outline plans for the Pier D extension to An Bord Pleanála (ABP) under the terms of the Strategic Infrastructure Act and it will make a decision on whether the proposed extension to Pier D can be considered as strategic infrastructure or not. If it is deemed strategic infrastructure, the DAA will apply for planning permission directly to ABP. If it is not deemed strategic, the DAA will apply for planning permission to Fingal County Council.

## News Update

### Eat B 4 U Fly

The Dublin Airport Authority recently launched a healthy flying initiative, advising passengers on healthy food and beverage options to make your flight all the more enjoyable.

At an event launched on May 16th, Aviation Health and Medicine expert, Mr Farrol Kahn, spoke to passengers on the benefits of eating certain foods, such as fruits that contain antioxidants, to assist in better digestion of food during short and long-haul flights and drinks that are available at the airport that help rehydrate and avoid the symptoms of jet lag.

From May 16th to June 13th information leaflets will be distributed to passengers at Dublin Airport with all they need to know about achieving a healthier flying experience.



No Frontiers presenter, Kathryn Thomas, launched the event at Dublin Airport on May 16th

## New Routes in 2008

More than 6.8 million passengers travelled through Dublin Airport during the first four months of 2008, a 5% increase over the same period last year.

The following new routes/services have been added to Dublin Airport's growing network of destinations:

DESTINATION	CARRIER	DESTINATION	CARRIER
Palma de Mallorca	Ryanair	Tours, France	Ryanair
Santander, Spain	Ryanair	Ibiza, Spain	Aer Lingus
Zadar, Croatia	Ryanair	Munich, Germany	Lufthansa
Rodez, France	Ryanair	Vancouver, Canada	FlyGlobespan
Stuttgart, Germany	Lufthansa	Montreal, Canada	Air Transat
Berlin, Germany	Lufthansa	Guernsey, England	Flybe
Moscow, Russia	S7	Bourgas, Bulgaria	Aer Lingus
Plymouth, England	Air Southwest	London City, England	BA
Brest, France	Ryanair		

## DAA Announce End of Year Results for 2007

The DAA announced its end of year results for 2007 at a press conference in April.

Profits from normal trading activities amounted to €109m for the year, an increase of 56% on equivalent profits of €69.5m the previous year.

Profits for the year after exceptional items amounted to €348m. The exceptional items, with a combined net value of €239m, comprised principally the profit on the disposal of the Group's shareholding in Birmingham Airport and a small adjustment of €1.5m in respect of the prior year exceptional items.

Chairman Gary McGann took the opportunity to outline the DAA's three key policy objectives which are:

- To deliver the facilities at Dublin Airport required by the principal gateway to Ireland and its 21st century economy.
- To transform the passenger experience at each of the Group's airports and,
- To facilitate the separation of Dublin, Shannon and Cork Airport as stipulated by the State Airports Act, 2004.

# Airport's Still Waters Run Deep

*"Wisdom is a pearl found only in still waters"* Innerspace

The Environment Department in the DAA has been very busy over the winter making preparations for the coming year – not least in designing a state of the art water monitoring system on all the streams that serve the airport grounds.

Equipment has been installed on six streams that drain the airport site to provide a continuous picture of the quality and flow of the streams. This equipment comprises a variety of different probes placed in specially designed flumes to test for different characteristics such as: the dissolved oxygen levels, alkalinity, conductivity and temperature that are overlaid on the flow and velocity profiles in the water.

This task proved quite challenging as each location was different to the next so each unit had to be specially customised. Some of the areas are also difficult to get to due to aviation security restrictions. As a result the units were constructed in concrete off site and then brought in one-by-one to minimise the impact on the airport operations. The sections were then lowered into place and the banks of the streams re-formed to ensure the units were well bedded in.

The streams were also enhanced with a variety of granular materials and riffle areas to provide habitats for small insects and aquatic species to flourish.

However, the focus of this project was to be environmentally sustainable throughout the whole scheme. As a result, all unnecessary digging was avoided by removing the need for power and communications ducting and cables, instead the power to run the stations is sourced from solar panels (photovoltaic cells) positioned on the roof of each monitoring kiosk. The data is transmitted using mobile communications technology to a central server database. Using the latest technology, any deviations in the quality profiles will trigger an alert to ensure that immediate attention is brought to the right place and allow the right response to be effected without delay. Any waste that did arise was reused back within the airport site to minimise the amount of waste disposed of and to reduce traffic on the roads.

Next to come 'on stream' will be the Biochemical Oxygen Demand monitors, which involve growing a live biomass that thrives on a healthy environment – the respiration rate of the micro-organisms indicates the oxygen demand and this can be measured using on-line analysers. Like any living thing, the organisms in the bioreactor have to have comfortable surroundings – they need to be kept warm at a steady temperature, be given a consistent supply of food and water, and have room to breathe. By nurturing the populations, they



Water monitoring station with solar panel on top and in stream flume measuring flow of water

will provide lots of important information and knowledge that will help to keep the streams in top condition.

So for the streams at Dublin Airport things are certainly on the up and up!



## Future Looks Rosy

By Victoria Carroll, Air/Water Quality Manager

The Old Central Terminal Building of Dublin Airport looks quite stunning during the bright summer months and even more so since the gardens to the front of this historic, listed building have been newly landscaped.

The sweep of the new futuristic passenger SkyBridge to Pier D mirrors the gentle arc of the splendid Old Central Terminal Building, and nestling between these two iconic structures from the 20th and 21st centuries is a quiet refuge tying the two buildings together. Passengers travelling through Pier D can enjoy a bird's eye view of the newly landscaped gardens and regular travellers in particular can watch the new bedding plants literally take root and blossom.

As part of the development works for Pier D, the gardens have been restored to their former layout to reflect the era when the Old Terminal was built in 1940s. The area has been opened up and the lawns seeded; granite pathways wind their way amongst the flowerbeds, which hold aloft some of Dublin Airport's popular statues reflecting man's love of aviation and the flight of Icarus.

The well-known horseshoe flowerbeds have been reinstated and will bear bright colourful seasonal displays of annual and perennial bedding plants providing a delightful vista of the historic building, framed by the mature and young Cherry Blossom trees. At the base of the flowerbeds, the gardeners have used bark chippings to help the young plants take hold and prevent the soil drying out – they also prevent weeds from coming up and provide a pleasant-looking base.

Evergreen plants have also been selected to provide all year round colour, and include: *Pyracantha coccinea* 'Orange Glow' with vivid orange berries and ornamental *Buxus sempervirens*. Low ground-covering shrubs such as *Lonicera pileata* (Privet Honeysuckle) and *Viburnum davidii* are also evergreen in mild winters. The existing rose beds have been tended to encourage large fragrant blooms this summer.

This quiet haven will also be popular with staff too, providing an amenity space during busy operational shifts as we prepare for a busy summer. The benches and lighting masts reflect the modern profile of the new SkyBridge.

Just under the SkyBridge lies a beautiful rose garden, which is carefully tended to by our own DAA Gardening Department. The fragrance and colour of the roses are enjoyed by many passing through this area throughout the summer flowering months.

So, when travelling through Dublin Airport do stop for a moment to enjoy the view, and don't forget to smell the roses.



## DAA Supports Declaration on Climate Change

At the recent global Aviation and Environment Summit in Geneva, commercial aviation industry leaders signed a declaration on climate change to lead towards carbon neutral growth and a totally sustainable industry.

In a significant move supported by Dublin Airport Authority, the declaration has brought together all sectors of commercial aviation – aircraft manufacturers, airlines, airports, air traffic control and engine manufacturers. This is the first time the industry has united in this way, highlighting the importance it is placing on environmental issues.

The declaration outlines aviation's concept of 'carbon neutral growth' with an aspirational goal of carbon-free flight. The industry will achieve this through focusing on a four-pillar approach to climate change: investment in new technology, increasing operational efficiency, air traffic and airport infrastructure improvements and appropriate economic measures.

The Declaration states: "We agree on the need to accelerate action to mitigate our environmental impact, especially in respect to climate change while preserving our driving role in the sustainable development of our global

society. "Our efforts and commitment to work in partnership with governments, other industries and representatives of civil society will provide meaningful benefits on tackling climate change and other environmental challenges".

The industry also called on governments to play their part by pushing forward a global, workable emissions trading scheme; helping with research and development; and being more proactive in reducing infrastructure blockages that result in unnecessary carbon emissions, such as implementing the Single European Sky.

According to Summit organiser, Dr Philippe Rochat, "The declaration is not just fine words. For the first time the industry can agree on a set of common goals and a pathway to achieve those goals – through the industry's four pillar strategy. And we have a strong track record of driving through major industry initiatives. Look at what we have done with e-ticketing and safety. This declaration sends a signal that we are devoting the same energy, investment and sheer determination to ensure the industry has a sustainable future."

# Away With The Birds

Bird control at Dublin Airport is not just an important role; it's a vital one, which can literally save lives. A plane colliding with a flock of birds at a critical moment, especially during take-off, can have disastrous consequences. As a result a bird plan is an integral part of any airport safety programme.

To a layperson, bird control might seem a fairly straightforward job; make a loud noise and scare them away. Of course the reality is very different. Controlling the bird population at the Airport is a complex operation in which a wide range of factors and circumstances have to be taken into account.

Dublin Airport comprises almost 1,000 acres of open space. That's enough room for an awful lot of birds. And with over 200,000 aircraft movements last year, there are a lot of planes. Confronting a problem of that size requires a mixture of science and guile.

Birds are divided into four categories, according to their weight and responsiveness to noise. By far the biggest risk comes from gulls. A typical gull can weigh over a kilo. That and their tendency to flock poses a lethal threat if they are sucked into a plane's engines. Dr Tom Kelly, a lecturer in zoology at University College Cork and consultant ornithologist for Dublin Airport says the time of greatest risk is at take-off, because the power demands on a plane are very, very high.

The first practical step in any bird control programme is to not make them welcome in the first place. Grasslands within the airport perimeter are carefully managed in a way which deters those birds who present the greatest danger.

"Dublin Airport has a long grass policy," explains Dr Kelly. "Grass is maintained at between nine and ten inches in height in a very thick sward. That's an enormously effective way of deterring certain birds. Gulls don't like long grass. Neither do corvids - which is technical speak for crows - or plovers and shore birds. The numbers of these birds coming onto the airfield is infinitesimally small compared to what would be the case if the grass was shorn to lawn height - that would be a huge attraction."

Birds that do show up are not encouraged to stay long. The Dublin Airport Fire Service is responsible for daily bird scaring patrols. APF Mick Gurley explains the daily routine and range of techniques and devices used in the operation of bird control.



Dr Tom Kelly



Mick Gurley

"At 5am each day we conduct the first bird clearance concentrating on strategic points on the airfield such as the beginning and end of the runways. In recent months we have begun using a new device in dark or low visibility conditions, which effectively emits a green laser beam. Birds not only don't like the beam but they dislike the colour green also, which makes them move on away from the airfield. Being silent, this device is also kinder to our surrounding community in the early hours of the morning."

A tape that broadcasts a bird distress call is also used from the patrol vehicle. The sound alarms birds and scares them away. It's normally very effective but as there is often plenty of other noise at airports it sometimes fails to achieve the desired result. The next option is a scare pistol, which emits a noise and a flash.

"In the event of a suspected bird strike, the crew carry out an inspection of the airfield for the carcasses of a bird. These remains are bagged and tagged before being sent to Dr Tom Kelly for analysis. If a carcass is found during routine inspection, the Crew notify all aircraft having landed or departed to inspect their aircraft in case of an undetected bird strike," explains Mick. The fire crew can also take DNA samples of the smallest piece to establish the type of bird found on the airfield.

Dr Tom Kelly is responsible for identifying and analysing the many variables that shape wildlife movements, feeding patterns, habitats, seasonal migrations and in recent years, the increasingly obvious effects of climate change on the bird population. That data is then passed on to the Airport's bird strike committee, chaired by DAA Airfield Manager Ray Bolger. The Bird Strike Committee meets every two months with the airlines, Air Traffic Control and other stakeholders to discuss recent strikes and trends.

Dr Kelly explains that climate change has brought new challenges. "First of all, the mix of species at Dublin is

changing. The wood pigeon is now becoming a major problem. Secondly, storms are becoming more frequent and we have discovered that there is a relationship at Dublin Airport between barometric pressure and the frequency of bird strikes."

"There's a higher incidence of strikes at lower than average barometric pressure. The reason is not absolutely clear. A lot of them would involve gulls. So maybe it's because the sea is rough and they've come inland, or that feeding conditions are poor." Other variables must also be taken into account. More urbanisation can influence birds' behaviour patterns. Landfill sites used to be a major hazard, but are better managed now, resulting in fewer birds.

But perhaps the most surprising development has been the huge decline in north Dublin's gull population. Dr Kelly estimates that the number of pairs in the area in the early 1980s was 25,000. Now it's less than 500. He says this may be a combination of climate change and disease. Also, gulls are increasingly moving away from the sea and are now breeding in urban buildings in places like Swords and Portmarnock.

Another new feature is that the vast majority of strikes used to occur at an altitude of less than 100 feet. "Since around 2000, we've been getting strikes particularly in springtime at up to 10,000 feet. This is almost certainly associated with an earlier than usual spring migration - a typical example of what happens with climate change."

"It is estimated that the breeding season for the majority of birds is now a month earlier than it was thirty years ago. And the winters are getting milder, which has had the effect of changing the type of birds coming to Ireland."

He says Dublin Airport is to the forefront in studying the bird strike problem. Since 2002, there has been a comprehensive monitoring of all birds overflying the Airport. "We look at the numbers, the times of day, the species and their behaviour in response to aircraft. We also use radar, so we now have a very good overall pattern."

The extensive information gathered by Dr Kelly is fed into a document called Be Prepared, which is updated monthly and is circulated to the Airport Fire Service, airlines, air traffic control personnel and others. The most vulnerable runways are identified and the times when most hits have occurred.

This data is also used in the preparation of an airport wildlife management plan. The work is bearing fruit. Some 95 per cent of bird strikes at Dublin Airport involve just a single bird, with no material damage being done. "Multiple strikes at Dublin Airport are now exceptional events, whereas in the past they were relatively much more common."

"It can be difficult to calculate the risk when you have living animals involved, because they don't always behave in a way that you'd expect them to behave. You can't totally eliminate the risk, but you can minimise it, which is the objective of any control programme."

Success hinges on gathering as much data as possible and using this to predict likely bird activity. Of course, bird strikes do not always happen within the airport airspace. With public support with regard to dumping rubbish, people can help make sure they do not attract birds who pose a potential threat to aircraft. "To be forewarned is to be forearmed," says Dr Kelly. "Anticipation is the key."

## Summer Travel Tips

1. Before leaving home, please remove any sharp objects from your hand luggage and place into your checked in luggage. This will avoid unnecessary delays at the Passenger Security Screening Area.
2. 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](http://www.dublinairport.com)

3. EU Aviation security Regulations on liquids came into force in November 2006. You are urged to familiarise yourself with these restrictions that are set out on the Dublin Airport website.
4. Plan to arrive at your check-in desk at least 90 minutes BEFORE your flight departure time.
5. DO NOT arrive at the Airport 4 or 5 hours in advance of your flight departure time. Check-in desk will not be open for your particular flight this far in advance.
6. On Arrival at the Airport, your flight information can be found on the giant Flight Information Screen suspended from the ceiling on the Departures Floor. Your flight

departure time and where you should check-in for our flight will be listed here.

7. Our Customer Care team will be available throughout the Terminal building this summer. Our team, easily identified by their pink and green t/shirts, 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.
8. Once you have checked in you should proceed immediately to the Passenger Screening Area.
9. All hand luggage and loose items eg: mobile phone, keys, coins etc. must be placed in the trays provided before being processed through the X-ray machine. All laptop computers must be removed from their carry case before going through X-ray.
10. 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.
11. 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 gates BEFORE your aircraft departs.

For more information please log on to our website at [www.dublinairport.com](http://www.dublinairport.com).

# A Day In The Life Of Pat Mc Nally, Terminal Duty Manager

By Ciara Carroll



Summer is fast approaching, which means our busiest season here at Dublin Airport. As always, our main priority is getting passengers through the Airport as comfortably and efficiently as possible. One of the key people charged with this task is TDM (Terminal Duty Manager) Pat McNally. I managed to catch up with Pat for a chat, in the middle of a very busy shift.

No stranger to the airport, Pat has worked here for 28 years. His career began cleaning the windows in preparation for the Pope's visit to Ireland in 1979! Since then he's worked his way through the ranks of the Airport, acquiring a wealth of experience in various departments including the car parks, telephone exchange and information centre to name but a few, to finally arrive at his current position in the Duty Office.

Pat is one of six TDM's who are the representatives for the Director of Dublin Airport. They work 12 hour shifts, ensuring 24-hour cover, 365 days of the year. On a day-to-day basis Pat is responsible for the co-ordination of all the facilities at the Airport, to ensure the efficient and effective operation of the terminal. The main areas of responsibility include passenger flow through

the main terminal building, security screening areas, and boarding areas.

A typical shift begins at 7am. The first wave peak happens almost immediately with around 10,000 passengers departing before 8am. Following this, Pat meets with other key operational staff to gather information for the day ahead to establish what resources will be needed and where and to try to anticipate any potential issues that may arise throughout the day. Then he takes a tour of duty around the entire building including departures, arrivals,

car parks and taxi ranks to ensure all is well and that there are no problems.

A big part of the job is interfacing with the passengers. Pat deals with a variety of issues from lost passports to missed flights and it is his job to investigate the circumstances of each issue and reach a resolution. Needless to say there's never a dull moment. Pat was on duty for a very exciting incident recently when the Airport experienced its first ever arrival on the Departures floor, when a healthy baby girl surprised her mother with an early morning

appearance. Pat was on hand to keep the area clear, provide privacy and offer support to the other members of the party, while making sure all the facilities needed were in place to enable the emergency services to give assistance. Mother and baby are doing well!

Pat is the also main link between DAA and other stakeholders including the airlines, state services like the Garda National Immigration Bureau and Customs, and other retail tenants such as bars, catering companies and concessionaires.

His job is exciting, varied and busy and at times even a little bit glamorous! Pat maintains that the nicest celebrities he's ever met include Mick Jagger of Rolling Stones fame, US Senator George Mitchell, and Irish golfing legend Pádraig Harrington and his family.

Pat lives in Swords, Co. Dublin with his wife Irene and their five children, who range in age from 5 to 23 years. If that wasn't enough to keep him busy, he is also involved on the development board at the children's school, Swords Educate Together.

Approximately 75,000 passengers will travel through Dublin Airport every day during the busy summer period; a far cry from Pat's early days when there were just three telephone lines at the Information desk, the first flight of the morning was at 7.30am and there were no flights after 7.30pm on a Saturday evening. Nowadays the Airport is practically 24-7 with the first flight departing at 6am and the last departure at 1.45am, with arrivals throughout the night.

Believe it or not, Pat still finds time to travel through the facility that he helps keep in operation, so he understands the challenges when travelling, particularly with children. His advice to passengers is to have all documentation up to date, bearing in mind changes in passport rules and regulations regarding children, for example children travelling to the USA must have their own passports. Make sure to have the relevant necessary visas when travelling to long-haul destinations, plan to arrive at your check-in desk at least 90 minutes before the departure of your flight and most importantly, enjoy your trip!

## Our Lady's Children's Hospital Benefits from Airport Staff

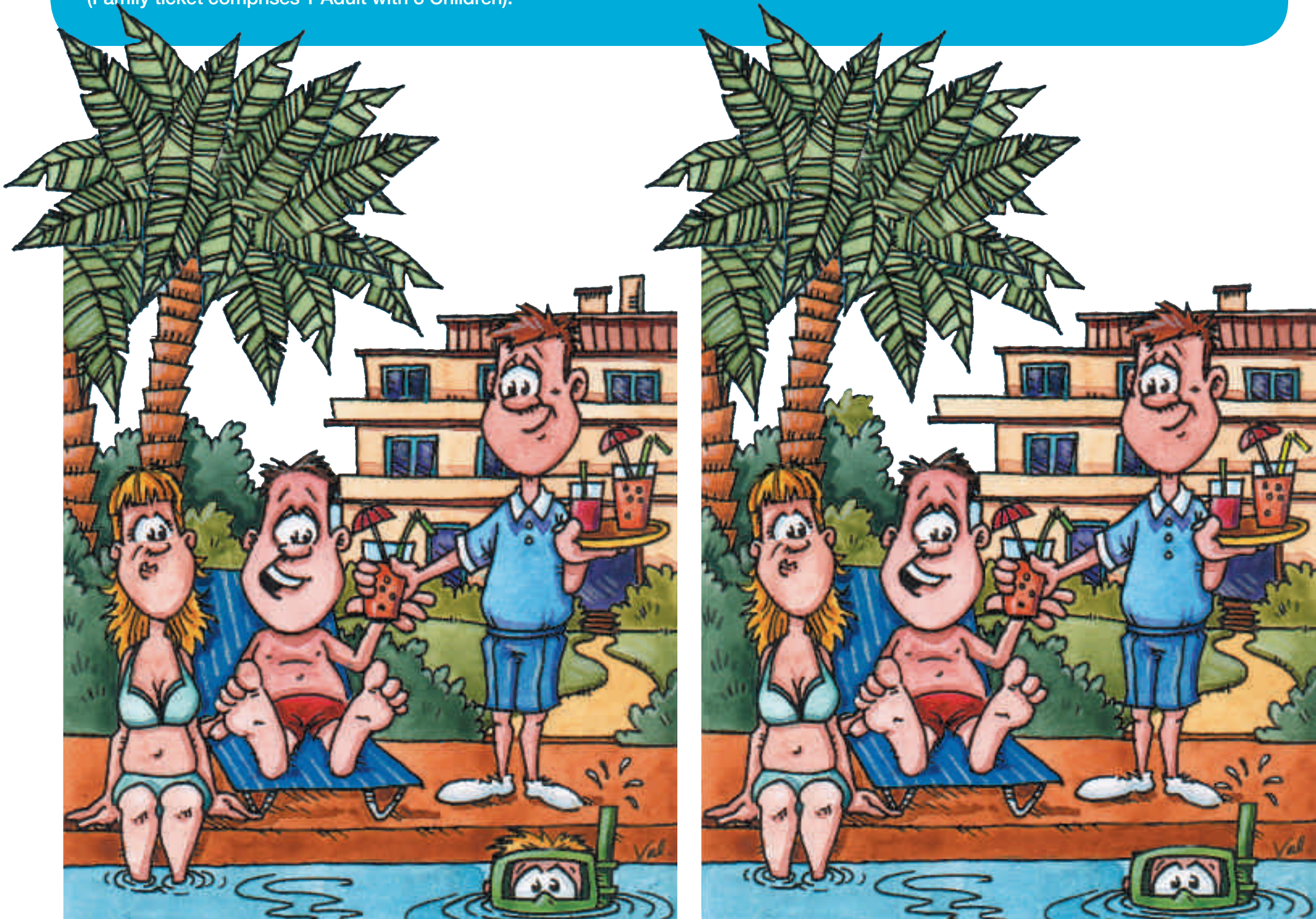
The 2008 DAA Charity of the Year campaign with Our Lady's Children's Hospital, Crumlin is in full stream with funds being raised through staff events and passenger collection points throughout the Airport. Staff at Dublin Airport aim to surpass last year's impressive total of €127,000, which was donated to The Irish Hospice Foundation.

Already this year staff have hosted quiz nights, may madness events and a breakfast Thursday event, which all contributed to raising funds for this very worthy cause. All funds raised in 2008 will go towards much-needed children's cancer research into Neuroblastoma and the purchase of essential items such as toys, arts materials and books for the young patients at the hospital. If you are travelling through the Airport this summer please do support our collection points and help us reach our target.



# Spot The Difference Competition

Enter our summer competition to be in with a chance to win one of four family tickets for the National Aquatic Centre (Family ticket comprises 1 Adult with 3 Children).



## Spot The Difference

How observant are you? Look closely at the picture on the left, then study the picture on the right to find ten differences.

Please send your entries to:

**Your Airport**, Summer Spot The Difference Competition,  
External Communications Department,  
Level 5 - Terminal Building, Dublin Airport.

Closing date for entries is the 30th June, 2008.

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Issue 5 Competition Winners

Congratulations to the following who won prizes in our Christmas Crossword and Story of Ireland Quiz:

Ciara Tierney, Ballymun, Dublin 9

M Foley, Whitehall, Dublin 9

Ciaran O'Donohue, Santry, Dublin 9

Cian McNevin, Rush, Co Dublin

Christy Smith, Santry, Dublin 9

Marie McInerney, Portmarnock, Co Dublin

Gemma O'Rourke, Swords, Co Dublin

Lorna Colgan, St Margarets, Co Dublin

Brian Redmond, The Ward, Co Dublin

Jack Heffernan, Ballymun, Dublin 9

Joan Fallon, Bayside, Dublin 13

Colm Tumbleton, Santry, Dublin 9

Conor Ryan, Portmarnock, Co Dublin

Emma Gannon, Kinsealy, Co Dublin

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helping you on your way