



North Runway Proposal to Change Permitted Operations EIS Scoping Consultation Feedback



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1. INTRODUCTION

In December 2004, planning permission was sought for North Runway, a 3110 metre runway to be built 1.6km north of the existing main runway. Planning consent, subject to 31 planning conditions, was granted in August 2007. Due to the economic downturn, the project was put on hold. However, the recovery in the economy has seen passenger numbers reach record levels with 25 million passengers travelling through Dublin Airport in 2015 to over 180 destinations worldwide. As traffic has grown at Dublin Airport, the need to progress this project has become more important and immediate. Accordingly, the decision to progress the runway was taken in April 2016 and it is expected that construction will start in late 2016 with the runway becoming operational in 2020.

daa is seeking to have two of the 31 conditions removed due to the significant negative implications they pose for the potential of the airport to operate, grow and deliver the maximum economic and societal benefit for Fingal, for Dublin and for Ireland as a whole. These two conditions impact the airport's ability to accommodate demand at key operational times.

Dublin Airport is licenced to operate 24 hours a day, seven days a week, with no operating restrictions. Once North Runway becomes operational, the conditions attached to the current grant of planning permission would mean the following restrictions would apply:

- **Condition 3(d)** of the 2007 planning permission prohibits the use of the new North Runway for landings and takeoffs between the hours of 23.00 and 07.00.
- **Condition 5** states that, on completion of construction of the new runway, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 23.00 and 07.00).

In parallel with progressing plans to deliver North Runway, daa will also be entering a process to change the restrictive conditions and maintain operational flexibility ('Proposal to Change Permitted Operations'). This will involve the preparation of an Environmental Impact Statement (EIS). The EIS is a statement of the effect of carrying out the proposed development, in this case, changing the restrictive conditions.

Members of the public and other relevant stakeholders were invited to participate in a consultation process relating to the scoping activity of the EIS. The scoping of an EIS is the process of deciding what information should be contained in an EIS and what methods should be used to gather and assess that information.

The following report outlines the approach adopted during the consultation, the activities undertaken and the outcomes of the process. All feedback related to the EIA process and/or issues raised for consideration/inclusion in the EIS, will be considered by the project team and its consultants as work progresses to prepare the EIS itself. This analysis will take place over coming months. As a result, this report does not include planned mitigation measures or propose solutions to the various issues raised at this stage.

Where feedback related to broader issues relating to the Airport or the building of North Runway, these will be reviewed and considered by daa in the development of the project and discussed as part of ongoing liaison with the community as the project progresses.

daa recognises the importance of community and stakeholder involvement in this process, and indeed with the overall project. daa welcomes and thanks the local community and stakeholders for the contribution they have made to this process.



Figure 1.1 – Dublin Airport Layout of the Existing Runway and Permitted North Runway

2. PUBLIC CONSULTATION

2.1. Introduction

In June 2016 the North Runway Proposal to Change Permitted Operations EIS Scoping Report was published. This report sought to identify what information should be contained in the EIS and what methods should be used to gather and assess that information.

The key elements that daa proposed to consider in the EIS are:

- Population
- Human Health
- Hazard
- Traffic and Transportation
- Air Quality
- Climate
- Aircraft Noise and Vibration
- Ground Noise and Vibration
- Landscape and Visual
- Biodiversity
- Water
- Land
- Soils
- Material Assets
- Cultural Heritage
- Interaction of the above

In response to the publication of this report, feedback was sought from various stakeholder groups including the local community, Elected Representatives and statutory consultees.

These stakeholder groups were asked to consider the following three questions when submitting a response to this process:

Q.1 *Do you have any issues, concerns or observations relating to changes to the restrictive conditions that may be specific to you, your immediate community, area, residence or place of work?*

Q.2 *Are there any broader social/environmental topics that should be considered in Environmental Impact Statement?*

Q. 3 *Is there any other information you feel we should consider?*

The responses to these questions have been compiled in this report and the feedback will inform the preparation of the EIS relating to the change in the two conditions in question.

2.2. Consultation Guidelines

daa sought to ensure that all engagement with stakeholders was:

- Open and transparent
- Demonstrated the stage the project was at
- Ensured stakeholders were aware of the issues that were open for consultation
- Detailed how public participation would be facilitated and how stakeholder feedback would be used to help inform the EIS process

2.3. Community Engagement Approach

daa operates an ‘open door’ policy in its engagement with local communities and will do so throughout the development of the North Runway project. This same approach has been adopted to facilitate the consultation process relating to the Proposal to Change Permitted Operations. daa wanted to ensure that local communities were equipped with the information they needed about the scoping process and what it entailed. The following activities were undertaken by daa to ensure good engagement with the process.

2.4. Communications Activities

2.4.1. Public Consultation Events

Five public consultation events were held over a six week period to allow neighbouring communities to engage with daa and put on record their views on the proposed change of use.

The consultation events took place as follows:

Venue	Date and Time	Attendees
Roganstown Hotel and Country Club	24th June 2016, 1pm – 8pm	107
Roganstown Hotel and Country Club	25th June 2016, 10am – 6pm	73
The Grand Hotel Malahide	1st July 2016, 1pm – 8pm	99
The Grand Hotel Malahide	2nd July 2016, 10am – 6pm	117
St Margaret’s GAA Club	28th July 2016, 1pm – 9pm	127
	Total	523

At each consultation, daa staff members were on hand to provide information and to answer questions from attendees. Experts in various fields were also on hand to address questions relating to specific technical aspects of the project and the scoping process. These experts included:

- Environmental Project Manager, North Runway (daa)
- Environmental Impact Statement Manager (RPS Group)
- Aircraft Noise Specialist (Bickerdike Allen Partners LLP)
- Health Impact Assessment Specialist (RPS Group)

Public information displays, noise contour maps and brochures on various aspects of the project were available at each consultation.

Members of the public were invited to provide their feedback via feedback forms and the views and feedback from stakeholders was also captured on the day.

A copy of the feedback form can be found in **Appendix A**

2.4.2. Information Services

To promote engagement between stakeholders and the daa throughout the consultation process, various initiatives were put in place. These initiatives included:

- The public information displays (refer to **Section 2.5.2**) were available at all consultation events and when not in use at these events, were on display on the Mezzanine Level of Terminal 1 in Dublin Airport throughout the consultation period
- A helpline service, dedicated to responding to queries about North Runway and the associated consultation process was available. This service will continue to be accessible for the duration of the project (Freephone: **1800-804422**)
- Numerous submissions were made during the consultation process via the North Runway dedicated email address - northrunway@daa.ie. This email address will remain in place for the duration of the project.
- Relevant updates on project progress including that of the Scoping Process for Proposal to Change Permitted Operations, were updated regularly on the North Runway dedicated website www.northrunway.ie. A dedicated page to the Scoping Process was developed and updated with relevant information and material. Stakeholders were invited to make submissions to the Scoping Process via the online feedback form on this site.

2.4.3. Community Liaison Team

daa has a Community Liaison Team in place for many years and this team is closely involved with the North Runway project. Throughout the consultation, the Community Liaison Team (in addition to North Runway project team members) were readily available to meet with residents, community groups and other key stakeholders on a one-to-one basis. The two key points of contact are:

- Siobhan O'Donnell – Head of External Communications
- Maura Cassidy – Community Liaison Manager

2.5. Communication Materials

Various communications materials were utilised for the purposes of the public consultations. Outlined below is a synopsis of the materials used.

2.5.1. Brochures

Four information brochures were prepared for the purposes of the public consultations, containing information on North Runway and the EIS Scoping Process.

The first brochure 'Scoping Process for Proposal to Change Permitted Operations - Summary' summarised the EIS Scoping Report and provided information on:

- The North Runway Project
- What the consultation is about
- What is the function of an EIS
- How to provide feedback to the process

The North Runway Proposal to Change Permitted Operations – EIS Scoping Report was also available in its entirety and was distributed upon request.

The second brochure entitled 'Measuring, Managing and Mitigating Aircraft Related Noise' contained information on:

- Assessing and measuring noise
- The balanced approach to aircraft noise
- Community engagement
- North Runway planning requirements
- Insulation Scheme

The third brochure entitled 'Plans for Roads in the Vicinity of North Runway' detailed:

- Changes being made to roads in the vicinity of the airport to facilitate the project

Finally, the fourth brochure entitled 'Potential to connect, compete and grow' detailed:

- Economic benefits of North Runway
- Need for the project in the context of the growth of Dublin Airport
- Future development prospects

Copies of the brochures can be found in **Appendix B**

2.5.2. Display Materials

A set of 23 display panels were designed specifically for this consultation process. The display panels contained information on various aspects of North Runway including:

- Need for the project
- Overview of key elements
- Mitigation measures
- EIS Scoping Information
- Contact and feedback information

Videos were also incorporated into the display materials providing information about Dublin Airport, noise and the peak operational period.

When these display panels were not in use at a consultation event, they were placed on the Mezzanine Level of Terminal 1 in Dublin Airport where members of the public could view them at any time.

A copy of the display boards can be found in **Appendix C**

2.5.3. Maps

Maps relating to the project were on display at the public consultation events. Maps displayed information on North Runway location; noise contours and satellite imaging of Dublin Airport and its surrounds.

Throughout the consultation, numerous requests were made by stakeholders to obtain these maps for personal viewing. Maps were distributed upon receipt of these requests.

2.6. Publicising the Consultation

2.6.1. Advertisements

There were eight advertisements placed in total, which ran in the following four titles over a two week period:

- Northside People
- North County Leader
- Fingal Independent
- Dublin Gazette

Taken together these titles have a circulation of approximately 140,500 in the local community.

These advertisements contained the following information:

- Date, time and location of relevant public consultation events
- General North Runway information
- Information on Environmental Impact Statement and scoping process

A copy of the advertisements can be found in **Appendix D**

2.6.2. Posters

Posters advertising information regarding the consultation process and the associated public events were distributed to the following local libraries and two Fingal County Council offices:

- Balbriggan Library
- Baldoyle Library
- Blanchardstown Library
- Donabate Library
- Fingal County Council, Swords
- Fingal County Council Civic Offices, Blanchardstown
- Garristown Library
- Howth Library
- Malahide Library
- Mobile Libraries
- Skerries Library
- Swords Library
- Rush Library

Along with the poster, a number of brochures were also provided for public review on those premises (refer to **Section 2.5.1 Brochures**).

A copy of the poster can be found in **Appendix E**

2.6.3. Leaflet drop

Seven hundred leaflets were printed to advertise the consultation event on 28th July 2016 at St. Margaret's GAA Club. These leaflets were distributed to homeowners in the wider St Margaret's and The Ward area and a Feedback Form was also included in that distribution.

A copy of the leaflet can be found in **Appendix F**

2.6.4. Emails to Stakeholders

Emails were circulated to various stakeholder groups, informing them of the consultation process and inviting them to provide their feedback and viewpoints on the Process to Change the Permitted Operations.

These stakeholder groups included:

- Targeted statutory and non-statutory groups including Government Departments; Non-governmental Organisations; Environmental Regulators; and Industry Representatives
- Residents Associations
- Elected Representatives (refer to **Section 2.6.5**)
- Airport Staff
- Airlines
- Individuals who had previously expressed an interest in the North Runway project
- Interested parties who had signed up to our online updates section of the website

A list of the stakeholders contacted formally by email in relation to the EIS Scoping activity (targeted statutory and non-statutory group) along with the acknowledgements and submissions received from this group can be found in **Appendix G**

2.6.5. Communication with Elected Representatives

Elected Representatives were engaged with in various ways throughout the consultation process and encouraged to let constituents know about the opportunity to engage with the project. The following activities took place:

- On 16th June 2016, all Fingal County Councillors were advised of the upcoming consultation events relating to the EIS Scoping Process
- On 21st June 2016, invitations were issued via email to all TDs and Senators in the Houses of the Oireachtas inviting them to attend an Information Clinic on North Runway in Buswell's Hotel, Dublin 2 on 30th June 2016
- Twelve Elected Representatives attended the Information Clinic, offering their viewpoints on the North Runway project as a whole and the Proposed Change to Permitted Operations.
- Following on from this event, further emails were distributed to Elected Representatives on 15th July 2016 attaching a copy of the materials that were displayed at the public

consultation events as well as the EIS Scoping Document. The closing date for submissions to this consultation process was also re-iterated and the recipients were invited to provide their feedback.

2.6.6. Social Media

daa has an active social media presence which was utilised throughout the consultation process. daa has a popular Twitter page with over 164,000 followers and this account was used to promote the consultation on North Runway. Six 'tweets' and one Facebook post were issued by daa over the course of the consultation.

Figure 2.1 – Twitter posts



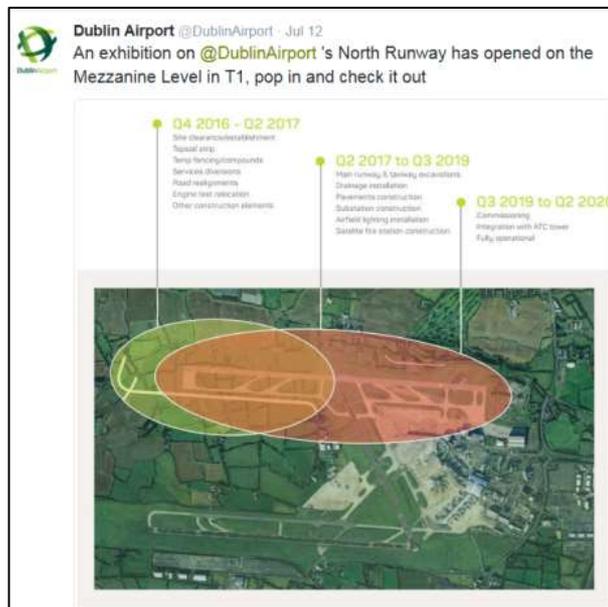




Figure 2.2 – Facebook Post



2.6.7. Media Coverage

The local press was pro-actively engaged throughout the consultation period via one-to-one interaction over the phone or in person and through the distribution of a press release which highlighted the upcoming consultation events. daa also responded to media queries relating to the consultation process.

As a result of the above communications activities and general public and national interest, there were a number of articles published throughout the consultation period. The consultation process was not the core topic in all articles, but it was a reference point throughout.

Date	Publication	Page	Title
21.06.2016	Fingal Independent	12	Public invited to runway meetings
21.06.2016	Fingal Independent	13	Council may have say on new runway
29.06.2016	Northside People West	10	Runway consultation process underway
05.07.2016	Swords Fingal Independent	8	Hundreds attend info sessions on new runway
06.07.2016	Irish Times	-	Dublin Airport to pay 'premium' for houses affected by noise
07.07.2016	Irish Independent Business	2	Council to assess Dublin Airport's runway plan in major review
08.07.2016	Irish Daily Mirror	24	'Airport must not be noisy neighbour'
08.07.2016	Irish Times	-	Flights to be diverted low over built-up areas during runway renovations
08.07.2016	Irish Times	Online	Night flights over south Dublin during runway overhaul
11.07.2016	Irish Times	3	daa renews offer to buy houses for runway plan
29.07.2016	The Herald	13	Locals slam new night flight plans for airport
02.08.2016	Swords Fingal Independent	8	St. Marg's hosts daa meeting
02.08.2016	Swords Fingal Independent	8	Senator and airport's neighbours meet Ross

A selection of media clippings can be found in **Appendix H**

3. FEEDBACK

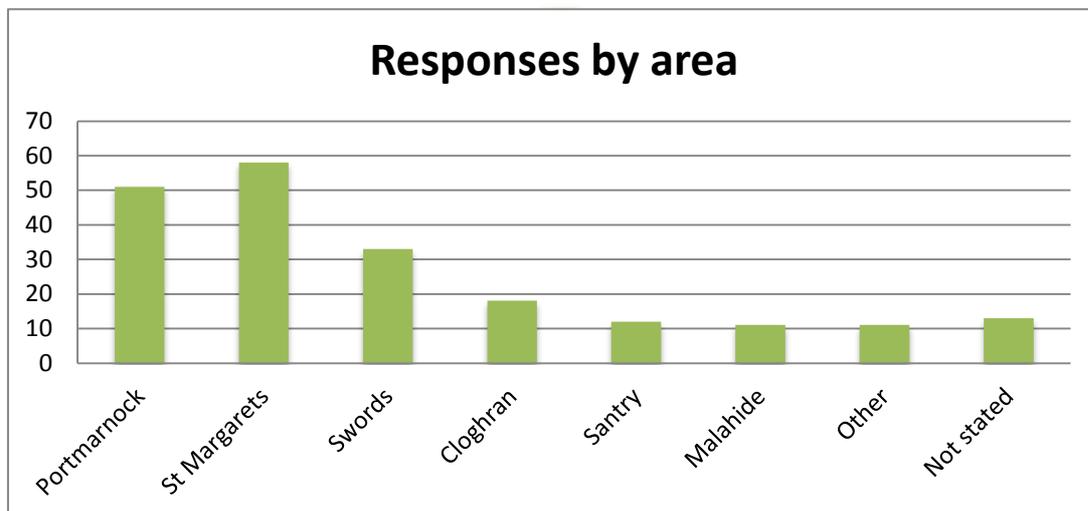
3.1. Responses

Members of the public and stakeholders were invited to participate in the scoping process upon the publication of the North Runway Proposal to Change Permitted Operations EIS Scoping Report. The consultation period originally ran from 16th June 2016 to 22nd July 2016; however, the closing date for submissions was subsequently extended by two weeks to 5th August 2016.

There were a total of **217 submissions** received via email; letters; feedback forms; through North Runway website and via the Community Liaison Team. Submissions were received from:

Received From	Total
Individuals	192
Schools	2
Community Resident's Groups	6
Elected Representatives and Local Councillors	7
Statutory Stakeholders	10
Total	217

Responses were received from the following areas in the vicinity of the airport (excludes Statutory Stakeholders):



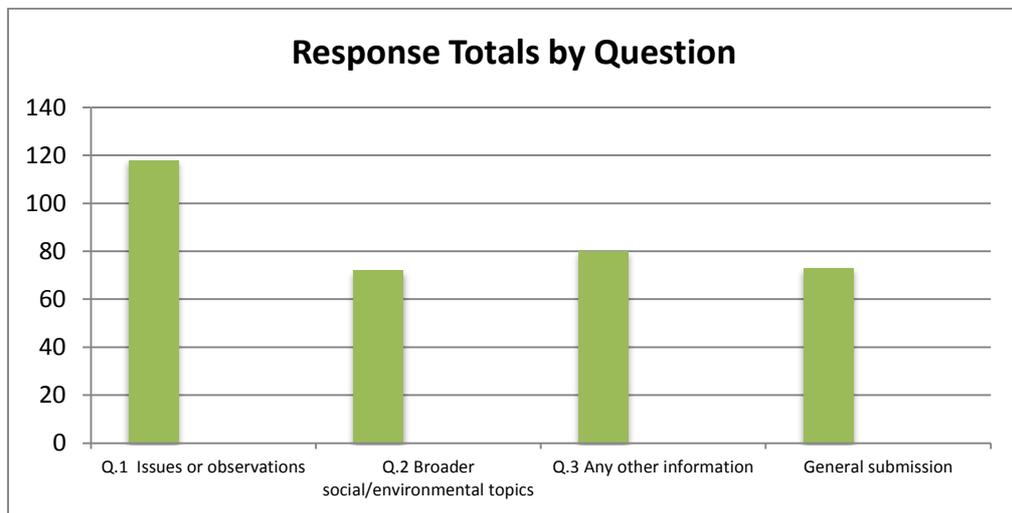
As stated previously, stakeholders were invited to give their responses to three questions:

Q.1 Do you have any issues, concerns or observations relating to changes to the restrictive conditions that may be specific to you, your immediate community, area, residence or place of work?

Q.2 Are there any broader social/environmental topics that should be considered in Environmental Impact Statement?

Q. 3 Is there any other information you feel we should consider?

Outlined in the graph below, is the total number of responses per question and includes reference to general submissions where a specific question was not referenced:



It should be noted that although many of the submissions received related to the Proposal to Change Permitted Operations, a number of stakeholders also took the opportunity to give their views on other aspects of the North Runway project and airport operations including:

- Mitigation measures i.e. Voluntary Dwelling Purchase Scheme and Insulation Scheme
- Construction related issues
- Local community concerns e.g. illegal dumping
- Roads issues
- Runway 10/28 overlay project
- Flight paths

These issues are not dealt with in this report, however the project team will carefully consider them as part of other project work streams, e.g. in discharging planning conditions attached to the project and in the continued planning and delivery of the North Runway.

The North Runway Project Team is grateful to the parties and persons who participated in providing submissions in writing, online or by attending one of the five public consultation events. These submissions will be considered in full by the Project Team.

3.2. Report Content

The purpose of this report is to document the stakeholder feedback received during the consultation with stakeholders on the scoping of the EIS. This report provides details of the output from that first phase of consultation to inform the approach to the EIS. As such, it does not include an outline of any proposed mitigation measures or responses to issues noted by respondents at this stage. The points raised will be considered in developing the environmental impact of the proposed change of use and this work is now underway.

The EIS is being prepared by a team of specialists with qualifications in their respective fields which are relevant to airport operations e.g. noise, air quality. This feedback will be carefully considered by them in preparing the EIS which will ultimately form part of the change of use application. As well as considering the feedback received they will be making appropriate reference to EU and International guidelines and standards in terms of impact assessment criteria.

Outlined in the following sections is an overview of the feedback received. Similar submissions have been amalgamated for the purposes of this report whilst other issues are relevant to a number of different headings and may appear more than once. Submission feedback has been compiled under the chapter headings of the EIS and in a similar order (as set out in **Section 2.1**).

3.3. Population

- Concerns regarding the potential increase in volume of flights and the pressure this will have on public services such as medical care and policing
- Queries regarding property devaluation associated with increased noise levels, particularly at night
- It was stated by one stakeholder that *'it will be impossible to sell a house in Portmarnock if this runway is built as who would want to live with the noise and pollution'*
- Concerns regarding depopulation of local areas due to aircraft noise
- It was stated that the possible depopulation of the local area could be described as *'human demolition'* and it was also the viewpoint of one stakeholder that the local community is being *'desecrated'* due to airport operations
- Concerns regarding planning restrictions in the local area
- Views were expressed that due to the airport supporting motions at the local authority, local lands are sterilised and planning is being restricted
- It was one stakeholder's view that residents are being left with no option but to leave the local area for affordable housing elsewhere which is having an impact on schools, churches, businesses and GAA clubs
- It was requested that the EIS investigate the impact of the proposed buy-out scheme on the St. Margaret's community, particularly in relation to the provision of school places and provision of public services

3.4. Human Health

The topic of health, and in particular noise related health impacts if Condition 3(d) and Condition 5 were overturned, was a focus of a large number of submissions from stakeholders:

- A number of stakeholders cited the potential for late night flights and/or early morning flights to be detrimental to their health and well-being. A number of noise related health impacts were noted including: hearing impairment, hypertension, annoyance and sleep disturbance
- Concerns regarding the welfare of children in the local area and the impact of aircraft noise on cognitive development and school performance (mainly due to sleep disturbance)
- Reference to studies stating that classroom insulation did not counter the association of aircraft noise with learning difficulties
- It was summarised that *'there is a significant relationship between the deterioration in silent reading comprehension and certain memory performances and increasing aircraft noise exposure at school'*
- References to research findings suggesting that children who have a broken sleep do less well at school than children who have a sound sleep
- It was stated that *'simulated aircraft noise has been shown to negatively affect individuals' memory and recall of auditory information.'*
- Some stakeholders queried the presence of carcinogens in fuel vapour
- Request was submitted for a study on the estimates and evaluation of cancer risks attributed to air pollution
- Concerns regarding the impact of unburned hydrocarbons and vapour pollution on health
- Queries regarding the health effects of aircraft fuel odour
- It was requested that a health assessment of noise impacts on blood pressure be carried out
- Reference to international study on aircraft night time noise and hypertension. It was stated that noise from night flights causes immediate increases in blood pressure in sleeping people even if they are not woken up.
- It was stated by one stakeholder that *'development of noise-related hypertension is regarded as the consequence of impaired recovery processes. Noise related stress persisting over long periods can lead to the exhaustion of compensatory mechanisms and a decrease in the body's regulatory capacity.'*
- One stakeholder quoted from a German study and concluded that *'aircraft noise clearly and significantly impairs health. For example, a day time average sound pressure level of 60 decibels increased coronary heart disease by 61% in men and 80% in women.'*
- Concerns that particulate matter, NO_x, hydrocarbons and other emissions have adverse effects on respiratory conditions such as asthma and COPD/pulmonary oedema
- Reference to research which states that people can still subconsciously hear noises whilst sleeping and this can lead to the release of stress hormones
- Concern regarding night time noise pollution if restrictions are lifted as windows cannot be left open at night to allow circulation of air. This could increase instances of sinus problems and headaches

- Request for a health assessment to be carried out to include independent external review and guidance and recommendations from a recognised health agency
- A practitioner in the mental health field highlighted concerns regarding the impact which overturning planning conditions could have on the environment and well-being of residents in Portmarnock particularly students, the elderly, parents with young children and people with mental health vulnerabilities
- Reference to an international study which stated *'given the health hazards caused by aircraft noise are readily known and that there remains an onus on government bodies to protect public health from known hazards, how exposed are public authorities to litigation if they ignore their duty of care'*

3.5. Hazard

- Concerns as to whether the crash zone for North Runway will be near a populated area
- It was stated by one stakeholder that residents in the crash zone areas, if any, *'must be reassured what the exact implications of this are and the safety plans which have been put in place'*.
- One stakeholder queried the potential for an increase in insurance costs due the increased risk of aircraft accidents over properties
- Concern expressed re the increased possibility of an explosion or crash on take-off or landing

3.6. Traffic and Transportation

- Concerns regarding the possible increase in traffic in the local areas due to altered flight schedules
- Queries regarding the projected impact of traffic flows on the local and national road network
- Concerns regarding noise related impacts of increased traffic around the airport
- Queries regarding the prospect of expediting the construction of a rail link / Metro North to ease traffic congestion in the future
- Concerns in relation to the proposed extent of the transportation assessment including the inclusion of an assessment year other than the design year of 2037
- It was requested that a traffic and transportation assessment be undertaken in the context of the Airport's Mobility Management Plan, as provided for under Condition 12 of the An Bord Pleanála decision for Terminal 2 (PL 06F.220670) and any associated measures and mode split targets
- The EIS should identify the methods/techniques proposed for any works traversing/in proximity to the national road network
- Clearly identify haul routes proposed and fully assess the network to be traversed

3.7. Air Quality

- Concerns regarding the increase in emissions due to additional flights
- The increase of road traffic was raised as a concern due to the exhaust discharge and the impact this will have on air quality
- Some stakeholders raised concerns in relation to the smell of aircraft fuel in their homes and the implications this has on health
- One stakeholder stated their concern regarding pollution on households and gardens as a result of aircraft flying overhead
- It was stated that the discharge of aviation fuel from engine testing will increase with the additional aircraft using North Runway and will impact on air quality
- Request was made that EIS should include the total annual contribution of air pollutants from all aircraft, on-site vehicles and passenger related traffic for the years specified in the EIS
- Request was submitted for a study on the estimates and evaluation of cancer risks attributed to air pollution

3.8. Climate

- Concerns regarding the increase in fuel that extra flights would use and the implications of this for the generation of carbon
- One stakeholder noted: *'Analysis of aviation demand must take account of the need to reduce greenhouse gas emissions drastically to avoid dangerous anthropogenic interference in the climate system'*
- Queries relating to how emissions from North Runway and associated ground emissions will be mitigated in light of national 2030 and 2050 targets for carbon reduction
- It was queried whether daa was subject to the Climate Action and Low Carbon Development Act 2015
- It was stated that this *'proposal facilitates and envisages a large increase in use of jet fuel and CO2 generation contrary to Irish efforts to reduce emissions'*

3.9. Aircraft Noise and Vibration

Aircraft noise was raised as a primary concern by the majority of stakeholders. Stakeholders were particularly concerned about the health implications of noise:

- Numerous stakeholders cited night time aircraft noise and the possible health implications as a key concern
- Concerns regarding the lack of understanding in the local area of the noise impact of North Runway on the local community
- Concerns as to the methods being used by daa to measure the impact of noise on properties

- It was one stakeholder's opinion that *'all noise impacts at residential properties would be assessed using LA10, 18hour metrics in terms of determining daytime annoyance/disturbance created by aircraft'*.
- Other stakeholder suggested that the use of Lden is better than LAeq *'because it is a composite average of exposure during the day, evening and night with weightings added to Levening and Lnight.'*
- It was stated that the NRAs Lden=60dB is not appropriate for the assessment of aircraft noise and *'its use for such an application is a deviation from its original intention'*
- Request to pre-agree, with residents, baseline noise measurement locations to ensure that locations are representative of a balanced noise climate
- Request that noise studies consider baseline noise climate in the absence of existing flights to avoid the potential of *'background noise creep'*. This will ensure that the impact of aircraft noise can be truly assessed
- One stakeholder stated that a significant number of houses have been built in close proximity to the airport since planning permission was granted in 2007 and extensive noise monitoring should be undertaken for the EIS on these new developments
- Request was made that EIS should provide noise contours in accordance with the EU *'Environmental Noise Directive (END)'*
- Some stakeholders called for an independent body to conduct noise monitoring
- It was the view of one stakeholder that daa should not be allowed to conduct an independent appraisal of the decibel readings around the airport as it is not an impartial body
- One stakeholder suggested the construction of *'noise barriers in the form of acoustic barriers'* that would deflect sound waves away and reduce noise emissions
- References were made to World Health Organisation (WHO) guidelines on noise and comparisons drawn between the decibel figures the WHO referenced and those that daa are using during this process
- Request to consider LAnight separately and consideration given to WHO 1990 Guidelines on Community Noise as well as the WHO 2009 Night Noise Guidelines for Europe
- Comparisons were made to UK and EU noise levels of 55db Lden and 50dB Lnight and queries were raised in respect to the noise levels being referenced for this project
- Concern that additional aircraft noise will lead to further depopulation in the local area
- Queries regarding the impact of aircraft vibration on housing structures and buildings
- It was highlighted that the benefit of noise insulation will be lost when windows are open and some stakeholders were particularly concerned about this issue disturbing sleeping patterns
- It was stated by one stakeholder that *'consideration should be given within the EIS of reducing the contour requirement for noise insulation in houses as well as more modern mitigation methods'*
- Concern regarding the increase in noise pollution and the effect this will have on property value and potential rental income – particular emphasis on night flight impacts
- One stakeholder suggested that the impact of airport noise and night flights on market values should be included in EIS

- Request that an assessment be made of the sound impact North Runway will have on a National School in the area
- It was stated that the increased noise levels will have negative implications for the education of children
- The rules with respect to using reverse thrust at night was queried by one stakeholder
- Request was made for more detail on single and multiple aircraft events and noise impact
- It was stated that each aircraft movement is totally different as regards noise and energy and noise contours should not be calculated as an average
- Concerns regarding the welfare of animals which live outdoors and the impact on them of extra noise and vibrations in the future
- Request for a survey to establish current vibrations from current runway, which in one stakeholder's view, will worsen with new runway and increased traffic
- Request was made that daa implement a night time noise quota or noise envelope to protect residents from future noise increases
- Request that EIS covers the effects of changes to conditions on noise and air quality in the Swords area and these results should be made available to the public when complete
- Request for more information on aircraft fleet mix and what will make aircraft quieter
- References to British standard BS 8233: 2014 regarding internal noise levels and request that this standard be adopted for this project
- It was stated that daa should adhere to EU Regulation 598/14 relating to noise mitigation measures, but this legislation does not go far enough in completely banning night flights
- Request for a Web Trak noise monitoring system to be put in place at Dublin Airport for the purposes of noise and flight track monitoring
- It was stated that the *'annoyance of aircraft noise requires an appreciation of the physics of sound'*
- It was stated that the noise monitoring methodology employed by daa has not been open to public scrutiny and the methodology outlined in EU Regulation 598/2014 can be verified and validated so could be used
- Night time aircraft noise was described as *'antisocial'* and *'invasive'*
- It was stated that legislation on dealing with aviation noise may be discussed with members of Dàil Éireann in the future
- Request that an independent noise consultant, funded by daa, would explain noise metrics to residents *'to ensure they fully interpret and understand the impacts described in the EIS'*
- One stakeholder queried the matter of *'night time disamenity'* that may be associated with increased night-time flights. It was requested that the impact on all noise sensitive land-uses be examined and the use of the crosswind runway be made clear so that the impact on Dublin City is addressed
- Concern regarding the potential vibration/noise impacts on Dunsoghly Castle (DU014-005001 national monument). Highlighted was the fact that the wooden roof is the last original 15th to 16th century roof in the country and it was suggested that a site specific vibration/noise assessment be conducted

3.10. Landscape and Visual

- Concern regarding the aesthetic impact of flights on the surrounding areas e.g. Portmarnock Beach

3.11. Biodiversity

- Suggestion was made to carry out a study on the natural bee in the St Margaret's and The Ward area due to the necessity of this bee for cross-pollination
- Concerns regarding the migration flight paths of endangered and protected breeds of birds that inhabit the areas surrounding North Runway
- Consideration of the migration patterns of any migrating birds in the Special Protection Areas of Louth
- One stakeholder raised concern regarding the loss of habitat for nature
- It was queried by one stakeholder as to the status of the wildlife/bird park which was promised as part of the original planning permission

3.12. Water – Drainage and Flooding

- Concerns regarding potential for increased spot flooding in the area, specifically Kilreesk Lane
- One stakeholder suggested that the EIS consider the wider impact of flooding that the North Runway will present to the surrounding areas outside of the airport border – *'the water table will be altered due to the removal of existing soakage and drainage'*
- Queries regarding flooding and drainage in the future due to the extent of land that will be built on.
- Request for information on flooding mitigation measures going forward
- Concern regarding flooding in the Rivermeade area due to the lack of upkeep of daa owned land
- Observations in relation to aspects of Water Services to be considered in the scope of the EIS. In particular, the impacts on water infrastructure and services throughout the development and operation of North Runway

3.13. Land

- Concerns about the impact of aircraft on crop growing – *'Fingal has an important growing industry with large employment under flight paths'*
- Queries regarding the effects of nitrogen oxides and particulate matter and their effects on milk production, the rate of milk release, increased glucose, decreased levels of haemoglobin, increased heart rates and a reduction in thyroid activity

3.14. Soils

No comments were received on this topic

3.15. Material Assets

No comments were received on this topic

3.16. Cultural Heritage

No comments were received on this topic

3.17. Additional Feedback

3.17.1. Lifting of Planning Restrictions

As the core driver of this consultation, it was understandable that there was quite substantial commentary on the proposal to change permitted operations.

- One stakeholder expressed the view that they are supportive of the development of Dublin Airport and appreciate that new jobs will be created, however maintaining the existing night-time flight restrictions is incompatible with being able to deliver these benefits
- Views were expressed by one stakeholder that daa should *'fully honour its commitment as the grant of planning permission was based on the protection afforded to residents by the two planning conditions which the Dublin Airport Authority are now seeking to have removed.'*
- One stakeholder stated that *'any lifting of these restrictions will affect our daughter's automatic right to an undisturbed night's sleep'*
- Views were expressed that restrictions should not be removed as people cannot get eight hours of undisturbed sleep at present due to aircraft noise
- It was stated that many of the biggest airports such as Heathrow, Zurich and Frankfurt have restrictions on flights between 11.30pm and 4.30am and comparisons were drawn to the lack of restrictions at Dublin Airport
- One stakeholder stated that *'any losses through a restriction or ban on night flights is likely to be off-set by gains (and jobs) in other areas of the economy'*
- Request was made for further details on night flight curfews and the commitment to this going forward
- It was the view of one stakeholder that no mitigation measures have been proposed to the community specifically regarding the lifting of night flight restrictions. This same stakeholder suggested that affected members of the community should be moved away from the noise zone
- Statements were made that An Bord Pleanála was diligent in safeguarding local communities with the current planning conditions and daa are seeking to *'enhance business opportunity with no regard for local residents'*
- It was stated that there is no information available on the origin or destination of the aircraft that require the use of North Runway at night
- One stakeholder stated that *'if I were to broadcast a noise, on the level of a low flying airplane, 65 times a night to all my neighbours I'd be arrested and prosecuted'*
- Views were expressed that people have purchased homes in the areas surrounding the airport knowing these restrictions would be in place to protect them

- Concern that Dublin Airport will become the fifth runway for Heathrow Airport by allowing night flights
- It was one stakeholder's opinion that *'a limit on night flights is a minimum requirement the local population must insist on and other European airports would be more than happy with 65 movements'*
- It was requested that daa be reasonable with demands and at worst, seek a compromise on restricted times or number of flights at night time
- Views were expressed that night flights only benefit the aviation industry as they would be forced to offer fewer flights if night restrictions were in operation
- It was requested that the number of night time flights be reduced from 65 to 16 and penalties for exceeding noise limits be seriously considered
- It was stated that the lifting of restrictions would be very damaging to young students and guests at the Portmarnock Hotel which brings jobs and business to the area
- Views were expressed that any benefits gained in the local community will be ruined if original conditions are altered
- Views were expressed that the balance struck by An Bord Pleanála seems fair; expansion into a bigger hub should not involve more flights and noise through the night
- It was stated that the proposed amendment to allow unlimited flights during the night runs counter to the basic right to an uninterrupted sleep during the night
- Questions were raised regarding the demand for night time flights and why ticket prices are generally less expensive for 6am flights than later in the day
- It was one stakeholder's opinion that as a consequence of North Runway there will be an increase in the number of jobs in the airport, however this growth needs to be tempered by the consideration of the effect on the lives of the citizens
- It was stated that night flight restrictions was *'a sound and sensible decision'* and it would not be acceptable to subject children to aircraft noise 24/7
- One stakeholder stated they *'are not against progress and realise that a new runway is needed but it is imperative that residents have some peace so night flight restrictions should be kept in place'*
- A Malahide resident highlighted concerns relating to *'the negative impact that the amendment of existing night time flight restrictions will have on those committed to buying one of the many new houses which are being built directly under the North Runway flight path'*
- It was stated that the proposal to change conditions *'is a blatant attempt to ride rough-shod over the voices of the local community in the interest of increasing profit margins'*
- Views were expressed that daa *'have a duty of care to residents in the vicinity of the airport and to impose early morning flights just to suit airlines would show a complete lack of concern'*
- One stakeholder stated *'plans to contest planning conditions is aimed at attempting to subvert the decision of the most senior arbiter and to give greater due weight to the interest of daa relative to other parties'*
- Suggestion that the runway should be built in line with the current permissions and once North Runway is operational, local residents can then make a more informed decision on issues relating to night time operations

- It was proposed that daa purchase all properties (on a voluntary basis) from residents in the 63db and 69db noise zones if these restrictions are lifted
- It was pointed out that international legislation was different when planning permission was granted for North Runway and the permission now needs to be reviewed in line with current legislative requirements
- Reference was made to the legal case of *Hatton and Others v the United Kingdom (2001)* where the European Court of Human Rights ruled that the UK Government failed to strike a fair balance between economic benefit of night flights and the sleep disturbance of citizens. (note: this ruling was later overturned on appeal)
- Queries relating to the increased intensity/frequency of use of the proposed North Runway and the times of use of the existing runway if there is a removal of the flight ban between 11pm and 7am

3.17.2. Process for Obtaining a Change in Planning Conditions

- One stakeholder raised concerns regarding '*daa proposal to vary night time flying restrictions in planning permission via a route other than the planning authority An Bord Pleanála*'
- Concerns in relation to the legal basis of the proposal to seek a variation in the existing consent
- One stakeholder queried the type of application daa are making with regard to the change of planning conditions and the legality of the application
- One stakeholder stated that daa are proceeding with the existing planning permission to avoid having to re-apply for permission again
- Suggestion that the Department of Transport should expedite the making of a national regulation to implement an EU noise directive so that the public are aware of what legal procedure daa will use to vary night time flying restrictions
- It was stated that permission was granted despite rejection by the An Bord Pleanála Inspector assigned to the case and now restrictions are being challenged

3.17.3. Approach to Public Consultation process

- Request that all public information meetings should be held in a venue with public transport availability
- Views were expressed that communication should be more '*open and transparent*'
- It was stated by one stakeholder that additional information sessions should be held and agreement on the two onerous conditions should be reached through consultation with residents
- Views were expressed that the '*process is being rushed*' and submission deadlines need to be extended as six weeks was not a sufficient time frame
- Request for submission deadline to be extended and more information be made available to the public so informed decisions can be made with respect to feedback

- One stakeholder was dissatisfied with the timing of the EIS scoping process during the summer holiday period when members of the public and Elected Representatives are away on holiday
- Request from one stakeholder for events to have an interactive computer display simulating aircraft take-offs and landings along with noise levels emanating from different types of aircraft
- Concern regarding the information displayed on maps at public consultations being outdated, unclear and not reflecting current or predicted noise activity

3.17.4. Additional Submissions received on EIS Scoping Report

- It was acknowledged that *'daa is a hugely important contributor to Ireland's economy'*
- It was acknowledged that *'the development of the new north runway will support around 1,200 extra jobs and ultimately create another 30,000 jobs'*
- Suggestions in relation to guidelines and documents to be considered in preparing the EIS:
 - Consultations should be had with relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes
 - Assess visual impacts from existing national road schemes
 - Any EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area, in particular any potential cumulative impacts
 - Transport Infrastructure Ireland's (TII) DMRB and the Manual of Contract Documents for Road Works
 - TII's Environmental Assessment and Construction Guidelines, including *the Guidelines for the Treatment of Air Quality during the planning and construction of National Road Schemes (NRA, 2006)*
 - The Environmental Noise Regulations 2006 (SI 140 of 2006) and how the development will affect future actions plans by the relevant competent authority
 - Consult the DMRB Road Safety Audit (HD 19) to determine whether a road safety audit is required
 - It was stated that European Community legislation in Directive EC/2002/30 section 'VIII.1.2.4. Building' should be adhered to when flying over sensitive sites such as schools, hospitals and places of worship
- Concerns that the documentation and discussion of the runway and its associated infrastructure proposal does not appear to recognise the important role of air cargo exports in the Irish economy
- It was suggested by one stakeholder that a compensation package should be offered to affected households for the change in quality of life for reasons including pollution
- It was stated that the qualifications of all staff working on the EIS for noise purposes should be included in the EIS to ensure professional competence in work undertaken
- Reference was made to the fact that no Environmental Impact Study was carried out when runway 10/28 was being constructed leading to serious community concerns

- Views were expressed that local residents were badly treated during the last runway build, with many promises being broken by daa. As a result of this, there are underlying trust issues and this process is not helping those issues
- It was stated by one stakeholder that *'overall it's a good project and will bring prosperity to the area. We're for it'*
- It was suggested that an integral part of the scoping process should be to investigate the option of another airport in a less built up area in a greenfield site
- It was stated that *'the project should allow the airport to grow for the benefit of the Irish economy by supporting additional trade, tourism and foreign direct investment in Ireland; and whilst we strongly welcome this, we need to ensure that the very genuine and serious concerns of residents are taken into account'*

3.18. Next Steps

All of the responses that emerged from this first phase of consultation with stakeholders on the scoping of the EIS will now be reviewed and considered by the Project Team in finalising the assessment methodology and content of the Environmental Impact Statement (EIS). This work is now underway.

We are currently planning additional public consultation events for later this year, where further information on the North Runway will be made available. A synopsis of some of the key themes raised within this report will be included, along with information on how the project team plan to address them.

Details of how the feedback was incorporated into each specialist section will be provided in the EIS when complete. It is recognised that scoping is a dynamic process and it is expected to continue throughout the analysis as further issues are raised. Ultimately the completed EIS is likely to be the subject of further public consultation as the process to change permitted operations progresses.

The North Runway website <https://www.dublinairport.com/north-runway> is an important resource for keeping in touch with developments on the project. The project website is regularly updated and there is also an option to register for project updates at <https://www.dublinairport.com/north-runway/project-updates>

daa is committed to engaging with local communities and providing information to all stakeholders. We operate an open door policy and continue to be available to meet with residents associations, individuals and other stakeholders to discuss the project and share information about our plans.

Appendix A – Feedback Form

Feedback Form

Note: To be read in conjunction with Environmental Impact Statement ('EIS') scoping document or EIS scoping document summary.

daa welcomes your views

In parallel with progressing plans to deliver North Runway, daa will also be entering into a process to change two restrictive planning conditions and to retain the operational flexibility that currently exists at Dublin Airport. Stakeholders and the general public now have an opportunity to contribute to that process through this consultation phase and you are encouraged to share your views.

You can receive project updates from daa by signing up for email updates below. We will also be providing regular updates on our website (www.northrunway.ie), on Social Media, and in Local Newsletters.

Name:

Phone number (Optional)

In some circumstances, we may wish to contact you for the purpose of further clarification or discussion. Please tick the box if you wish to give us permission to contact you by phone regarding your feedback.

Email address (Optional)

Sign up to receive project updates to this email address.

Address:

How did you hear about the Public Consultation?

daa website	<input type="checkbox"/>
Fingal County Council Office Displays	<input type="checkbox"/>
Local Libraries	<input type="checkbox"/>
Local Newspaper Advert	<input type="checkbox"/>
Local Public Representative	<input type="checkbox"/>
Through a friend/ neighbour	<input type="checkbox"/>
Other: <i>Please Specify</i>	<input type="checkbox"/>
<input type="text"/>	

Geographical Area

Cloghran	<input type="checkbox"/>
St Margaret's	<input type="checkbox"/>
Swords	<input type="checkbox"/>
Portmarnock	<input type="checkbox"/>
Santry	<input type="checkbox"/>
Malahide	<input type="checkbox"/>
Other: <i>Please Specify</i>	<input type="checkbox"/>
<input type="text"/>	

Please share your views on the following:

Note: if space provided is insufficient please add additional pages as required

Do you have any issues, concerns or observations relating to changes to the restrictive conditions that may be specific to you, your immediate community, area, residence or place of work?

Are there any broader social / environmental topics that should be considered in Environmental Impact Statement?

(Note: EIS Scoping Documentation includes illustrative topics)

Is there any other information you feel we should consider?

Your feedback is very important as it will influence the scope and level of detail of the environmental assessment. We would therefore encourage your participation and we would urge you to bring this consultation opportunity to the attention of other stakeholders in your community. Please feel free to attach any additional information.

Please return this form by post to:

North Runway Proposal to Change Permitted Operations,
North Runway Office, Cargo Terminal 1, Dublin Airport

Or by email to: northrunway@daa.ie clearly noting 'Proposal to Change Permitted Operations' in the subject line.

Appendix B – Brochures



Scoping Process for Proposal to Change Permitted Operations

**Maintaining Operational Flexibility at Dublin Airport
Post the Opening of North Runway**

Overview of Environmental Impact Statement ('EIS')
Scoping Process

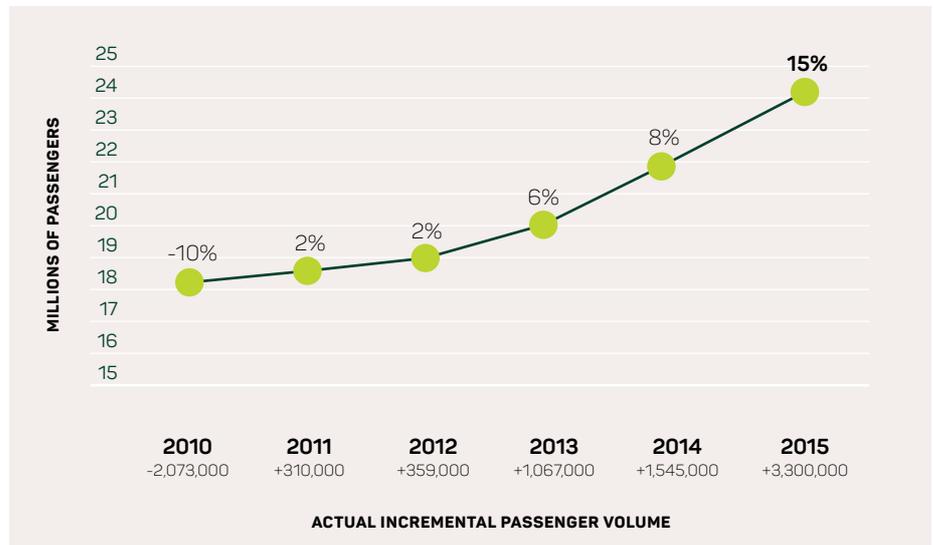
The North Runway Project

In December 2004, planning permission was sought for North Runway, a 3,110 metre runway to be built 1.6km north of the existing main runway. Planning consent, subject to 31 planning conditions, was granted in August 2007.

Due to the economic downturn, the project was put on hold. However, the recovery in the economy has seen passenger numbers reach record levels with 25 million passengers travelling through Dublin Airport in 2015 to over 180 destinations worldwide

Plans for a new runway at Dublin Airport have been included in County Development Plans since the 1970's. As traffic has grown at Dublin Airport, the need to progress this project has become more important and immediate. Accordingly, the decision to progress the runway was taken in April 2016 and it is expected to be delivered in 2020.

North Runway will create 31,000 jobs and generate an additional €2.2bn for the Irish economy. It will provide the capacity to facilitate strong growth in demand for short haul services to the UK and Europe, it creates the potential to further develop Dublin as a key European gateway to North America and greatly enhances Ireland's connectivity to the



rest of the world by enabling the development of routes to Asia, South America and Africa.

daa has previously indicated that two of the existing runway planning conditions impact the airport's ability to accommodate demand at key operational times.

Dublin Airport is licenced to operate 24 hours a day seven days a week, with no operating restrictions. Once North Runway becomes operational, the conditions attached to the current grant of permission would mean the following restrictions would apply:

- Condition 3(d) of the 2007 planning permission prohibits the use of the new North Runway for landings and take-offs between the hours of 23:00 to 07:00.
- Condition 5 states that, on completion of construction of the new runway, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 23:00 and 07:00).

What is this consultation about?

daa is seeking to have the restrictive conditions removed due to the significant negative implications they pose for the potential of the airport to operate, grow and deliver the maximum economic and societal benefit for Fingal, for Dublin and for Ireland as a whole.

Therefore, in parallel with progressing plans to deliver the runway, daa will also be entering into a process to change these onerous planning conditions and to maintain the operational flexibility that currently exists at Dublin Airport. That process will involve the preparation of an Environmental Impact Statement (EIS)

to assess any potential impacts arising from those proposed changes. This consultation provides an opportunity to contribute to the content of and approach adopted to the EIS.

What is an EIS?

An Environmental Impact Statement (EIS) is a study of the impact of a proposed project on the environment. In this case, it is a study of the potential impact on the environment of changing the restrictive conditions (Conditions 3(d) and 5) relating to operation of the runways at Dublin Airport. The EIS, once complete, will form an important part of the process to review these onerous conditions.

The scoping of an EIS is the process of deciding what information should be contained in an EIS and what methods should be used to gather and assess that information.

A draft EIS Scoping Document, has been prepared and is available both in print and at www.northrunway.ie. It provides details of the topics that daa intends to consider in the EIS and the approach that will be adopted to considering them.

Stakeholders and the general public now have an opportunity to contribute to the process through this consultation phase and you are invited to share your views on:

- **any issues or concerns relating to changes to the restrictive conditions that may be specific to you, your immediate community, area, residence or place of work**
- **any broader social / environmental topics that should be considered in the EIS**
- **any other information you feel we should consider**

Your feedback is very important as it will influence the scope and approach to the environmental assessment. We encourage your participation and we ask that you bring the consultation opportunity to the attention of other stakeholders in your community.

Once the scope of the study is decided, consultants will begin the task of assessing potential environmental impacts. The outputs from this exercise will be the focus of further stakeholder engagement later this year.

daa proposes to examine the following topics through the EIS:

1. People / population
2. Human Health
3. Hazard
4. Traffic and Transportation
5. Air Quality
6. Climate
7. Aircraft Noise and Vibration
8. Ground Noise and Vibration
9. Landscape and Visual
10. Biodiversity
11. Water
12. Land
13. Soils
14. Material Assets
15. Cultural Heritage
16. Interaction and Cumulative Impact of the above

How to get involved in the process

Members of the public and stakeholders are invited to participate in the scoping process. This allows you to propose the issues of importance to you for inclusion in the assessment of environmental impacts.

Submissions can be made in writing to:

North Runway Proposal to Change Permitted Operations,,
North Runway Office, Cargo Terminal 1,
Dublin Airport

Or by email to northrunway@daa.ie clearly noting *Proposal to Change Permitted Operations* in the subject line.

In order to assist people in preparing responses, Fingal County Council will be requested to have the information available in libraries and civic offices. In addition, copies of all materials are available on the North Runway website www.northrunway.ie

Closing date for receipt of submissions is Friday 22nd July 2016.

Our Community Team

In operating an international airport we are conscious that we need to ensure a balance between providing essential infrastructure that our country depends on and minimising the impact on our local communities.

Through the Dublin Airport Stakeholders Forum and its more recent format, the Dublin Airport Environmental Working Group, daa has ensured that local communities are well informed about airport operations and our activities in a range of environmental areas.

As part of the ongoing processes relating to North Runway daa is committed to active engagement with local community groups and residents and Fingal County Council to develop solutions to any local concerns.

As part of the North Runway project, we are undertaking a number of additional initiatives to promote engagement, including:

- Hosting public information and consultation events
- Arranging public information displays
- Continuing to operate our Community Liaison team with availability to meet with residents, community groups and other key stakeholders on a one-to-one basis
- Operating a helpline number that is dedicated to responding to queries about North Runway (Freephone: 1800-804422)
- Maintaining a website [www.northrunway.ie] that provides relevant updates on progress being made on the project
- Publishing updates on North Runway to provide information on project progress, delivered to homes in the area
- Providing a clear and timely response to relevant issues raised in correspondence or by email to northrunway@daa.ie.



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Measuring, Managing and Mitigating Aircraft Related Noise





Airport 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 requirements of our nearest residential neighbours provides an ongoing challenge for Dublin Airport as it does for all airports of its size.

Assessing and Measuring Noise

Noise is subjective and personal to each individual. Aircraft generate noise both on the ground and in the air. The amount of noise generated depends on the type of aircraft and how it is operated. Aircraft noise is measured in decibels or dB for short. Aircraft entering the market today are 20 decibels (dB) quieter than aircraft 40 years ago.

Noise around airports is measured by calculating long-term average noise levels and modelling them in sound contours. These contours show a set of closed curves on a map and are analogous to the contours on an ordinary map showing places at the same height. Each contour shows places where people are exposed to the same amounts of noise from aircraft, so they allow mitigation measures to be tailored to very specific areas. The contour closest to the noise source will have the highest number and those furthest away, the lowest number.

The following factors are assessed in determining noise contours: runway location(s); arrival and departure routes; aircraft movements (number by aircraft type); the split of the movement amongst the runway(s) and routes; and airport procedures such as intersection take-offs. daa typically uses average contours (LAeq contours) for assessing new infrastructure such as runways. This approach is in line with international best practice and is used at a number of airports worldwide.

A Balanced Approach

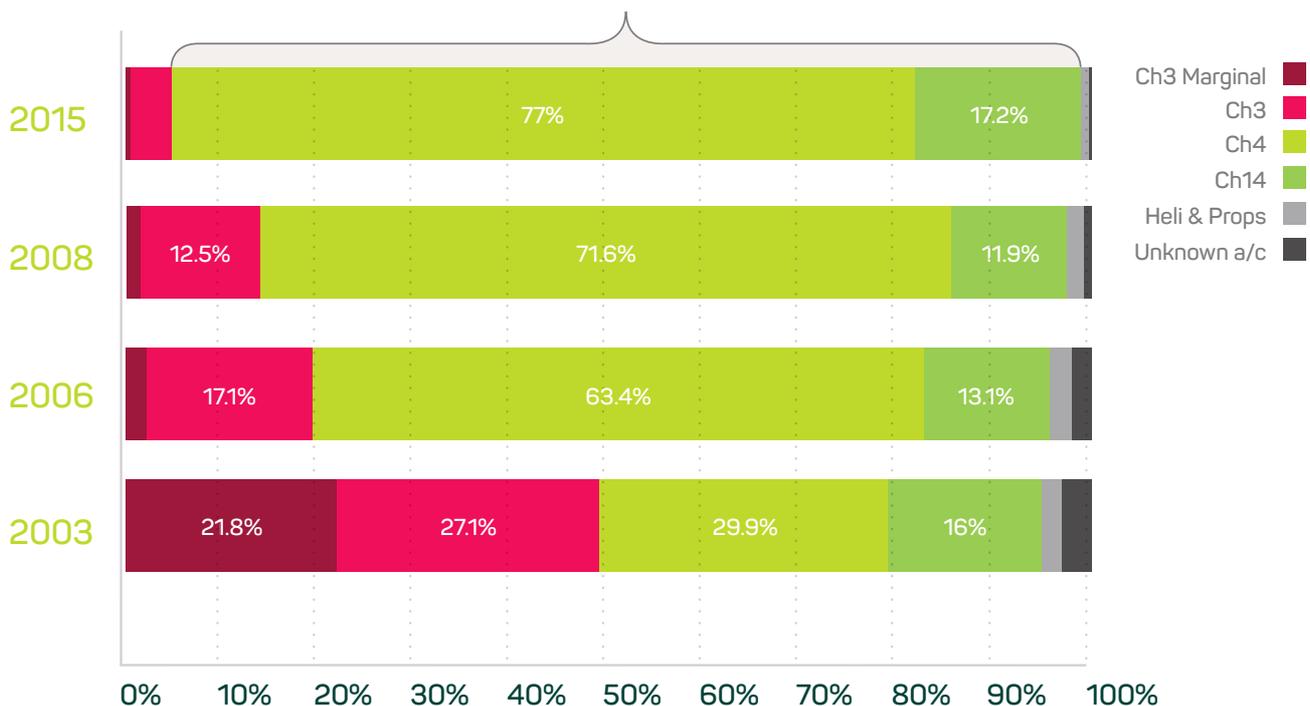
The International Civil Aviation Organization (ICAO) framework relating to aircraft noise is the Balanced Approach, which aims to strike a balance between the needs of the aviation industry to develop and grow and the need to minimise and reduce noise in communities surrounding airports. We already undertake a wide range of measures to avoid and mitigate noise impacts at Dublin Airport in line with the Balanced Approach.

Reduction of noise at source

Over the past 20 years the models and types of aircraft using Dublin Airport have evolved with changing profiles in passengers and business models and the introduction of more stringent noise standards for aircraft. These standards are developed by the ICAO and enforced throughout the EU. The ICAO Noise 'Chapter' defines specific noise performance criteria to which aircraft must be certified.

Since 2002, Chapter 2 aircraft are banned from use in Europe. In 2015, almost 95% of aircraft using Dublin Airport were Chapter 4 or Chapter 14 compliant - the quietest types.

2015 Chapter 4 + Chapter 14 = 94.2%





Land-use Planning

Dublin Airport has benefitted from a far-sighted planning process that has kept the approaches to the runways largely clear of development and limited noise exposure. This is achieved by reference to the established airport noise and public safety zones during the statutory planning process. Fingal County Council's County Development Plan 2011-2017 defines 'inner' and 'outer' noise zones; the inner zone to limit new residential development and other noise-sensitive uses, and the outer zone to control inappropriate development and require noise insulation where appropriate.

Operational Procedures

Along with our airport stakeholders, we have implemented a wide range of operational procedures to minimise noise at Dublin Airport. These include:

- Noise Preferential Runway usage: Aircraft must use the preferred runway under specific conditions and time of day/night. These are selected for noise abatement purposes, the intent being to utilise whenever possible the runways which enable aircraft to avoid noise-sensitive areas during the initial departure and final approach phases of flight.
- Environmental Noise Corridors which aircraft must adhere to on arrival and departure to minimise noise impact.
- Noise Abatement Procedures: Specific rules on how aircraft should perform take-off climbs to ensure that noise is minimised.
- Reverse thrust is not permitted at night, unless required for safety reasons.
- Continuous Descent Approach: This reduces the noise experienced on the ground by reducing the overall thrust required during the initial descent and keeping aircraft at higher altitudes for longer.
- Engine test runs are only permitted at certain times to minimise ground noise.
- Limitations on the use of the cross-wind runway.

North Runway will be operated according to mode of operation Option 7b, which extends the concept of a noise preferred runway usage to the North Runway to lessen the impact of aircraft noise on local communities. In addition, prior to the commencement of construction, the aircraft engine test site at the northern end of the airfield will be relocated to the centre of the airfield, away from populated neighbouring areas.

The Balanced Approach is very clear that each airport should assess the noise situation specific to its operations and develop appropriate measures to manage noise in line with the Balanced Approach. It also specifies that noise related operating restrictions should be introduced only as the last resort.

The National Aviation Policy (NAP) for Ireland, published in 2015, states that Ireland will implement a “Balanced Approach” to noise management at Irish airports.

Community Engagement

All aircraft arriving and departing Dublin Airport come under the direction of the Irish Aviation Authority (IAA), which provides air traffic control services in Ireland and is responsible for the controlling and routing of aircraft. The reduction of aircraft noise on neighbouring communities is the joint responsibility of the airport authority, the IAA and the airlines that operate at Dublin Airport.

daa has regular meetings with the IAA to continuously review the track-keeping of aircraft in the vicinity of Dublin Airport. If a complaint is made to Dublin Airport the flight track is reviewed to assess whether the aircraft was off-track. 99% of aircraft using Dublin Airport adhere to the established routings.

daa shares data from our Flight Tracking Monitoring System with local stakeholders through the Dublin Airport Environmental Working Group (DAEWG). This group brings together local communities and representatives from daa and the IAA under the guidance of an independent chair to discuss environmental topics relevant to the airport and its community. This forum has been in place (in various formats) for almost 10 years and continues to provide valuable engagement for all parties.

North Runway Planning Requirements

The 2007 grant of planning permission for North Runway defined certain eligibility criteria (based on noise levels) at which sound mitigation measures such as voluntary home buyout and/or home/school insulation schemes would be required.

Voluntary Buyout Scheme

At Dublin Airport, 69 dB is the point at which the planning permission stipulates daa will offer to buy homes. Prior to commencement of development, a scheme for the voluntary purchase of dwellings will be submitted to and agreed in writing by the planning authority. Prior to the commencement of operation of the runway, an offer of purchase in accordance with the agreed scheme will have been made to all dwellings coming within the scope of the scheme and the offer will remain open for a period of 12 months from the commencement of use of the runway.

Insulation of Homes and Schools

A number of properties were insulated when the southern runway was developed and daa will be complying in full with the conditions attached to the permission for North Runway which will require the insulation of further households.

63 dB is internationally recognised as a threshold for noise mitigation to dwellings while 60dB is applied to schools. These thresholds are reflected in the planning conditions attached to the permitted runway. Prior to commencement of the development of North Runway, a scheme for the voluntary sound insulation of existing dwellings and schools will be submitted to and agreed by the planning authority (in consultation with the Department of Education and Science in regard to schools).



63dB LAeq, 16hr Noise Contour (Current forecast data) — blue line
63dB LAeq, 16hr Noise Contour (An Bord Pleanála - 2007) — pink line

Applicable Contours for the Insulation Scheme

The amount of noise projected from aircraft movements at Dublin Airport has decreased significantly since the original planning process. This is due to a number of factors, including the introduction of quieter aircraft. As a consequence, based on objective and verifiable modelling, the scope of the 63dB LAeq 16h contour has reduced.

However, in consideration of its most immediate neighbours, daa will instead have regard to the noise contours submitted to An Bord Pleanála in 2007. The 2007 contour encompasses a larger area that extends the insulation scheme to more homes. As a result, c. 40% more houses will be eligible to benefit from the insulation scheme.

daa will further update the noise contours to factor in the application to maintain operational flexibility at Dublin Airport. Following this assessment, the number of homes eligible for insulation may increase further. We will continue to keep residents informed.

For more information please contact the community liaison team

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Plans for Roads in the Vicinity of North Runway



Traffic Management & Access

Dublin Airport is proceeding to deliver North Runway in line with planning permission granted in 2007. North Runway is expected to be operational in 2020. The location of the new runway means that some existing roads close to Dublin Airport need to be rerouted or realigned and certain Public Rights of Way will be extinguished. We are committed to communicating with neighbours and impacted communities throughout the process.

In granting planning permission in 2007, An Bord Pleanála imposed two conditions relating specifically to local roads, that daa would have to meet, prior to the commencement of construction of North Runway.

Condition 15

Condition 15 requires that, prior to commencement of development, daa must submit the following to the planning authority for written agreement;

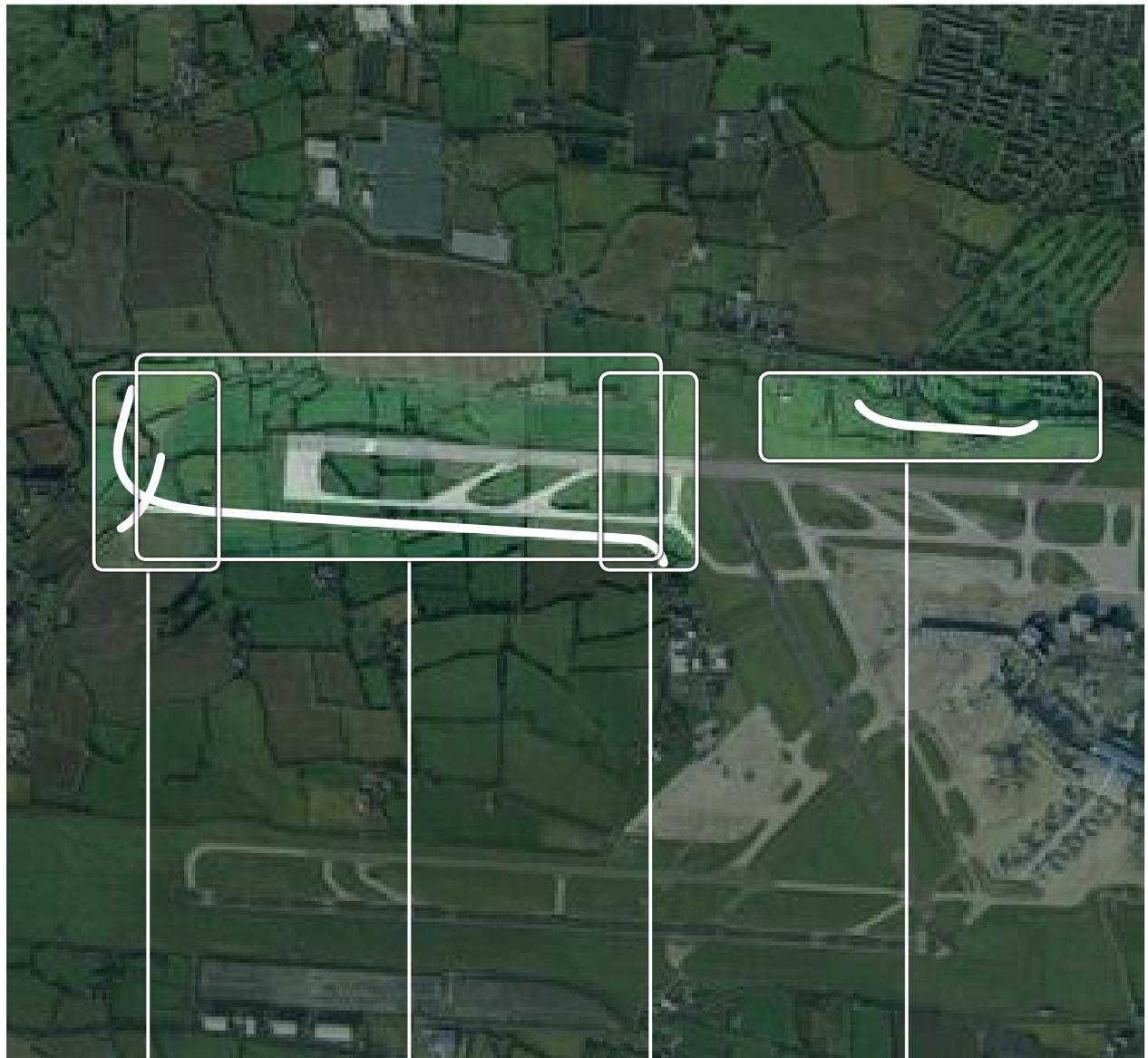
- Full design details, including specification, of the realigned and rerouted roads
- Details of the Forrest Little Road/Forrest Road junction
- Revised details of the new R108/St. Margaret's Bypass junction
- Details of the proposed spur to the north-west of the R108/St. Margaret's Bypass junction

Condition 19

Condition 19 requires that all necessary procedures to extinguish Public Rights of Way shall have been completed before commencement of the runway construction.

What Are We Planning To Do?

daa is advancing its plans to comply with these planning conditions. The aerial photograph below provides an overview of the intended changes to roads in the area (road alignment changes in white).



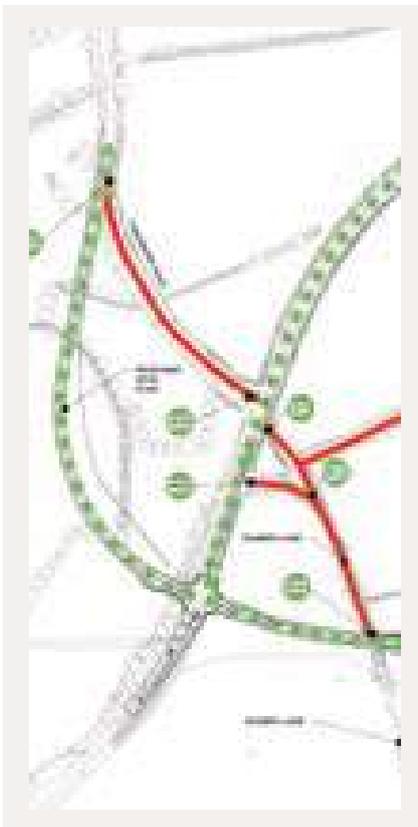
- Figure 1
- Figure 2
- Figure 3
- Figure 4



-  Right of way to be extinguished
-  Extent of road closure
-  Alternative route

The R108 crosses the footprint on which the North Runway will be constructed. This road will be diverted towards the west at a point south of the new runway (see figure 1).

Figure 1



The diverted R108 will connect to the St. Margaret's Bypass via a new signalised junction. Due to the proximity of the junction with Toberburr Road (between points R13 and R14 on figure 2), a new spur road will be constructed to connect it to the signalised junction. This will permit the closure of the existing staggered (displaced) junction and should make vehicle access onto the St. Margaret's bypass from St. Margaret's village, Millhead and Kilreesk easier and safer, particularly at peak times.

Figure 2

The current path of the Naul Road would infringe the safety zones in proximity to the runway. As a consequence, it is intended to straighten this road, moving it northwards by up to 100 metres. In order to accommodate this realignment, we will also be shortening the Forrest Road and replacing the existing junction with the Naul Road. The junction with Forrest Road is to be a priority junction, with ghost island provision to cater for right turning vehicles (see Figure 3).

Figure 3



In conjunction with making these changes we are required to extinguish a number of Rights of Way as follows (sections of road marked in red on Figures 1, 2 and 3 above);

- A portion of the Forrest Road (171m between R03 and R04)
- Part of the Forrest Little Road (776m between R05 and R06)
- A portion of Dunbro Lane (274m between R09 and R10, and R11 and R12)
- The portion of the Naul Road (R108) that crosses the runway site (663m between R07 and R08)
- Toberburr Road (253m between R13 and R14)
- Barberstown Lane which will be within the runway site (1815m between R01 and R02) – see figure 4

Figure 4



For more information please contact the community liaison team

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Potential to connect,
compete and grow



A new runway at Dublin Airport

Dublin Airport is building a new runway that will improve connectivity for Ireland, create jobs and reduce the potential for delays as passenger numbers rapidly expand. North Runway will be 3,110m long and will be located 1,600m North of the existing East-West runway.

Dublin Airport Today

2015



97,400

jobs



€6.9bn

economic contribution

Economic impact of the new runway

2023



+7,000

Jobs



+€497m

economic contribution

2043



+31,200

Jobs



+€2.2bn

economic contribution

Plans announced

Q2 2016

Site preparation works commence

Q4 2016

Main runway works commence

Q1 2017

Runway delivered

2020



Some facts about Dublin Airport

As a small, open, Island economy without a land link to other countries, Ireland is critically dependent on air transport. In 2015, over 25 million passengers used Dublin Airport, underpinning its central role supporting trade, tourism and foreign direct investment.

Dublin Airport is now the 14th most connected airport in Europe.

North Runway will provide the potential to better connect with family, friends and business interests and scope to grow our links with the wider world.



34%

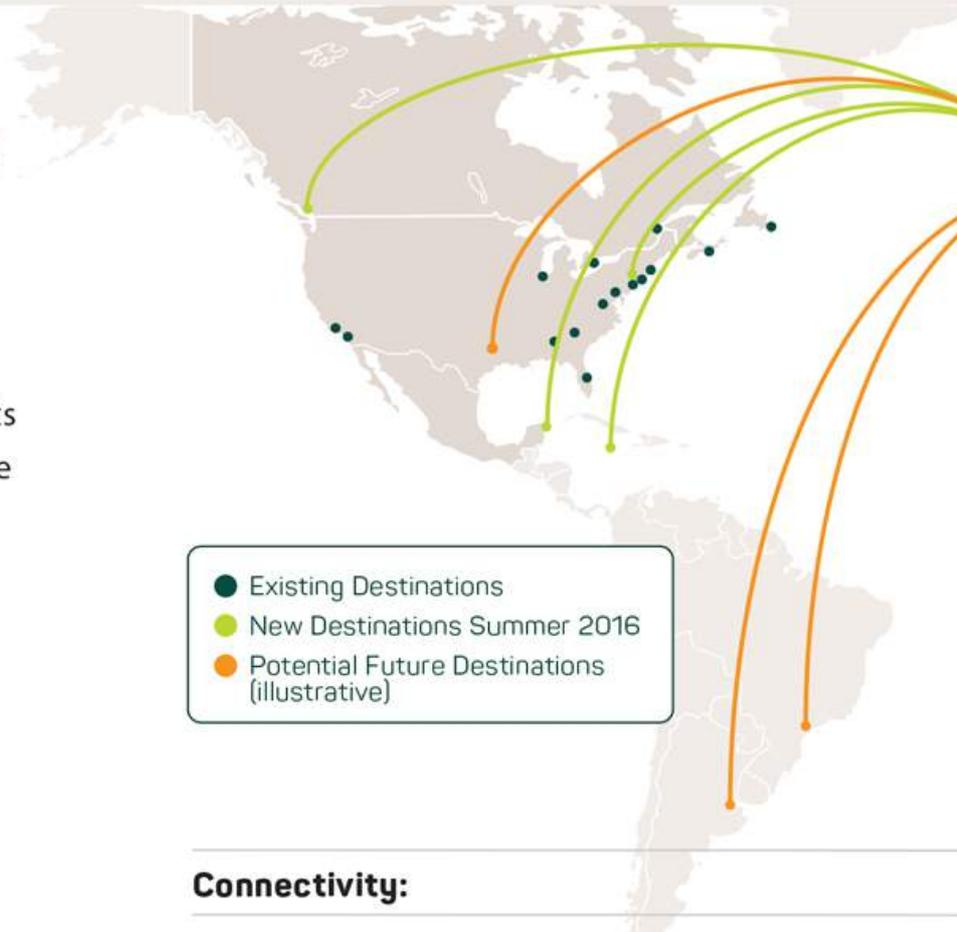
growth in total passengers in last 5 years



59%

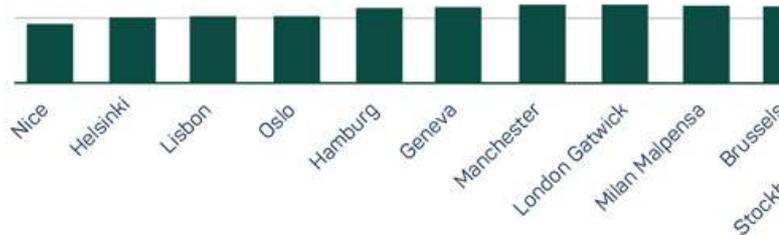
increase in transatlantic seats

A new runway will result in a 31% gain in connectivity by 2034 and a gain of 31,200 new jobs.



Connectivity:

Top 25 European Airports in Europe



1780

flights to/from the UK per week



340

flights to/from North America per week



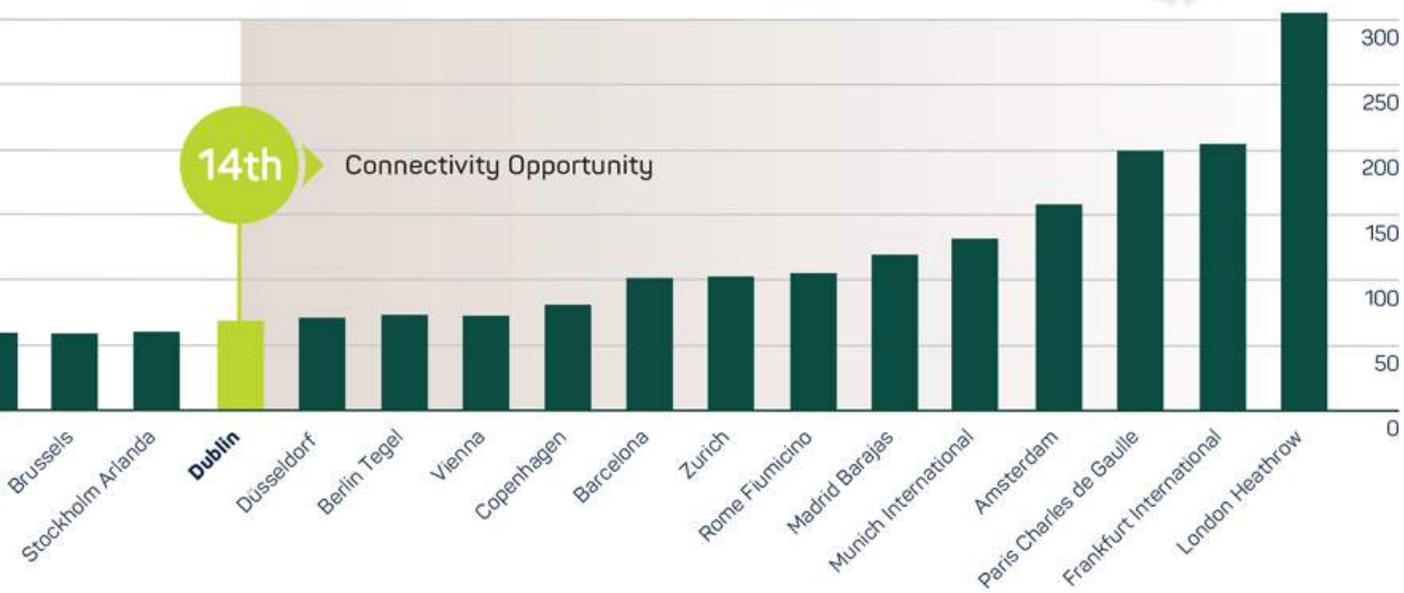
15%

passenger growth in 2015 vs 4% European average



13

new destinations in 2016



180
destinations in 40
countries on
4 continents



No.1
busiest route in
Europe DUB-LON



82%
visitors to the Republic
of Ireland arriving by air
via Dublin Airport



1,500
coach movements
daily – Dublin Airport
is the No.1 transport
hub in Ireland

A vision for the future

A new runway will provide much needed capacity to enhance connectivity for Ireland's island economy. North Runway can deliver a 31% gain in connectivity by 2034, underpinning Dublin's position as a leading European Airport, a key European gateway to North America and an even greater driver of sustainable economic growth.

✔ **Connectivity for tourism, trade and foreign direct investment**

Enabling airlines to expand existing services, add new routes and grow connections to Ireland's global markets in Asia, Africa and the Americas

✔ **Creating and supporting new jobs**

Supporting 1,200 jobs during development and adding 31,200 new jobs by 2043

✔ **Growing Ireland's economy**

Adding €2.2bn to Ireland's GDP by 2043

✔ **Investing in strategic infrastructure**

Previous generations secured lands for a new runway. North Runway is a strategic investment in key national infrastructure for current and future generations

✔ **Promoting choice and competitiveness**

By facilitating new airlines and new destinations, North Runway will promote competition and afford greater choice of routes and airlines for passengers

✔ **Reducing delays and congestion**

Passenger growth has reached a level where runway infrastructure is at capacity at peak times. A new runway will minimise delays and ensure sustainable growth

✔ **Balancing local and national needs**

Through communication and engagement daa will strive to balance national needs whilst minimising the impact on local communities

✔ **Targeting newer, quieter aircraft with lower emissions**

Technological advances mean that newer aircraft are quieter and more efficient. Growth will be driven by these newer aircraft.

For more information please contact the daa community team

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Appendix C – Display Panels

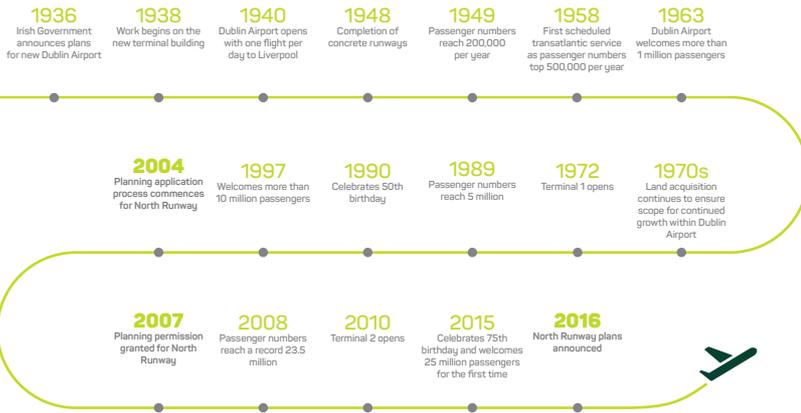


North Runway

North Runway

Dublin Airport – A History of Progress

For over 75 years, Dublin Airport has ensured the connectivity of our island nation and continues to play an important role in securing jobs in our local and national economy.



Terminal 2 during construction

Dublin Airport's original terminal building



North Runway

Why do we Need North Runway?

The economic recovery has seen rapid growth in passenger numbers at Dublin Airport. In 2015, Dublin Airport grew by 15% compared to a European average of 4.3%. To facilitate this growth and to enable Ireland to reap the economic and societal benefits of greater connectivity, daa is delivering North Runway.

✔ **Record passenger numbers**

The recovery in the economy has seen passenger numbers reach record levels, with 25 million passengers travelling through Dublin Airport in 2015 to over 180 destinations worldwide, 50 new routes and services, 9 new airlines, 65% growth in long-haul connectivity, 16% increase in short-haul connectivity.

✔ **Connectivity for tourism, trade and Foreign Direct Investment**

North Runway will provide the capacity to facilitate strong growth in demand for short-haul services to the UK and Europe, creates the potential to further develop Dublin as a key European gateway to North America and greatly enhances Ireland's connectivity to the rest of the world by enabling the development of routes to Asia, South America and Africa.

✔ **Promoting choice and competitiveness**

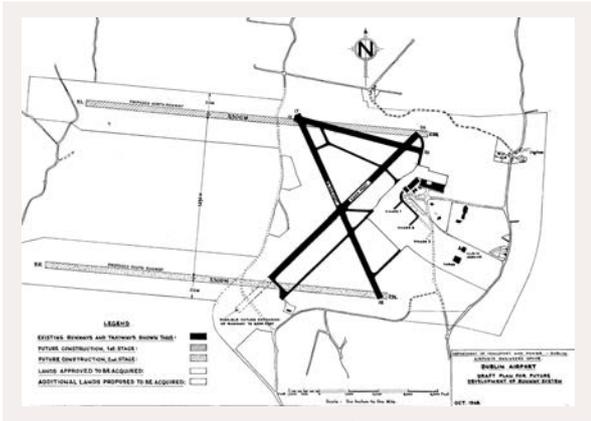
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✔ **Reducing delays and congestion**

Passenger growth has reached a level where runway infrastructure is at capacity at peak times. A new runway will minimise delays and ensure sustainable growth.



3 1 1 0 M E T R E S



1968 draft plan for future development of Dublin Airport

North Runway

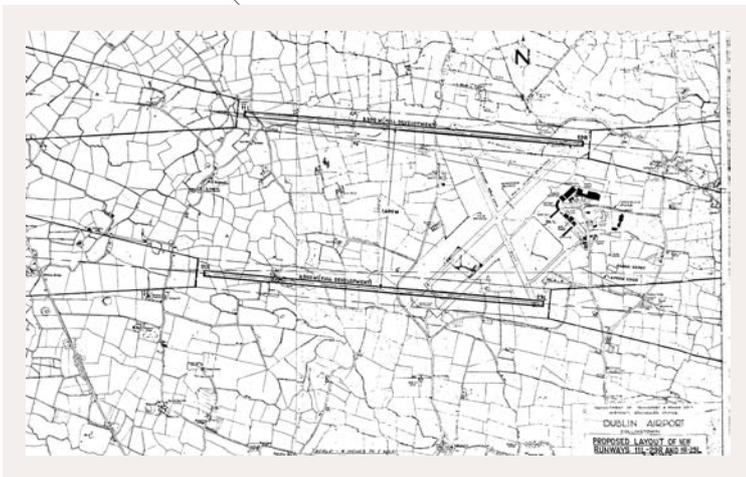
40 Years in the Planning

North Runway will be 3,110 metres long and will be built within airport land 1.7km north of the existing main runway. Planning consent was granted in August 2007 and the runway is expected to be operational in 2020.

The requirement for a second runway at Dublin Airport has been recognised since the 1970's and has featured in various plans since then. Previous generations secured lands for a new runway, ensuring that the airport approaches are largely clear of development. North Runway will be built on the airport's own land bank.

daa is implementing Government requirements as set out in the National Aviation Policy which identify the importance of developing the second runway at Dublin Airport to ensure the infrastructure necessary for the airport's position as a secondary hub, and the ability to operate to global markets without weight restrictions, is available when needed.

Plans for a parallel runway system have been in place since 1968



North Runway

Delivering Economic and Social Benefits for Ireland

North Runway is a highly significant strategic project for the Fingal area, which has been a major beneficiary of the economic activity at Dublin Airport. The airport makes a €7 billion contribution to the Irish economy and currently supports about 97,000 jobs, one-quarter of which are held by Fingal residents.

North Runway will facilitate the creation of 7,000 jobs by 2023 and 31,200 new jobs over the next 20 years, as well as contributing an extra €2.2 billion to the Irish economy, driving foreign direct investment, increasing connectivity and boosting tourism.

This strategic infrastructure project has the potential to improve the country's international connectivity and underpin economic growth and job creation into the future.

The project will support c.1,200 jobs during its development and generate significant employment opportunities in the local supply chain.

Dublin Airport is essential for Irish tourism, as 82% of those who fly into the country arrive via Dublin Airport. Facilitating tourism growth drives employment in one of our key industries, a sector that delivered €7.3 billion to the Irish economy in 2015.



“ *This strategic infrastructure project has the potential to improve the country's international connectivity and underpin economic growth and job creation into the future.* ”

Ibec



Ireland

97,400 jobs
€6.9bn GVA
4% of total GVA



Dublin

47,170 jobs
€3.7bn GVA
5.6% of Dublin GVA



Fingal

25,150 jobs
c. €2bn GVA
c.19% of Fingal GVA



“ *Our proximity to Dublin Airport is of great benefit to our business. We support the ongoing development of Dublin Airport which would help to expand our sources and markets.* ”

FoodCentral and Keelings

Tourist attractions such as Malahide Castle will benefit from the expansion of Dublin Airport





Delivering North Runway



Next Steps in the Project

Work is already underway to fulfil the pre-commencement conditions set out in the North Runway planning permission and daa intends to complete this phase before the end of 2016.

➤ Pre-commencement conditions

These pre-commencement conditions include:

- Voluntary Buyout Scheme
- School and Home Insulation Scheme
- Changes to Road Layouts and Rights of Way
- Agree Environmental Protection Plan for Construction

➤ Key considerations in progressing the Construction Management Plan include:

- Noise & Disruption
- Traffic Management & Access
- Environmental
- Community

➤ Construction

The first construction phase will focus on road realignment, relocation of existing services and some other construction elements and will start in late 2016.

The second construction phase will commence in Q2 2017 and will reach completion in 2019 – this will be followed by a period of testing and commissioning of the new infrastructure, before the runway becomes fully operational in 2020.



Minimising Construction Impact

Our goal is to build North Runway safely and efficiently, with the minimum impact on our neighbours and the surrounding area.

Environmental Protection Plan (EPP) for Construction

The EPP will be agreed with Fingal County Council and made publicly available in advance of the project commencing. The EPP is included as part of the contract of works and all contractors are legally obliged to comply with it in full.

Communication

Communication with local stakeholders will be a key element of the project during construction. Our ongoing Community Liaison initiatives will include:

- Community Liaison Personnel
- Text alerts (opt - in)
- Free Phone Number
- Newsletters
- Website

Reducing impact and disturbance

A key focus of our plans will be reducing the impact or disturbance caused during the construction process. Among the elements likely to be included in the final plan are the following:

- Environmental management
- Wheel wash units will be operational for vehicles leaving sites
- Road sweeper to maintain public roads / footpaths in the area
- Traffic management plans based on traffic studies
- Designated car parking area - parking on public roads prohibited
- Access Route Signage will be erected along routes and junctions - Designated Access Routes (M50/R108/L3132) + (N2/L3132/R108)
- No bulk deliveries to site during rush hour.
- Range of dust suppression initiatives
- Protocols for demolition work - excavated material will be reused as far as possible
- Waste Management Plan - all wastes will be disposed to licensed waste facilities, full records will be maintained for traceability

Q4 2016 - Q2 2017

- Site clearance/establishment
- Topsoil strip
- Temp fencing/compounds
- Services diversions
- Road realignments
- Engine test relocation
- Other construction elements

Q2 2017 to Q3 2019

- Main runway & taxiway excavations
- Drainage installation
- Pavements construction
- Substation construction
- Airfield lighting installation
- Satellite fire station construction

Q3 2019 to Q2 2020

- Commissioning
- Integration with ATC tower
- Fully operational



Delivering North Runway

Traffic Management & Access

The location of the new runway means that some existing roads close to Dublin Airport need to be rerouted or re-aligned and certain Public Rights of Way will need to be extinguished.

Figure 1

The diverted R108 will connect to the St Margaret's Bypass via a new signalised junction. Due to the proximity of the junction with Toberburr Road (between points R13 and R14 on figure 1), a new spur road will be constructed to connect it to the signalised junction. This will permit the closure of the existing staggered (displaced) junction and should make vehicle access onto the St Margaret's bypass from St Margaret's village, Millhead and Kilreesk easier and safer, particularly at peak times.

Figure 2

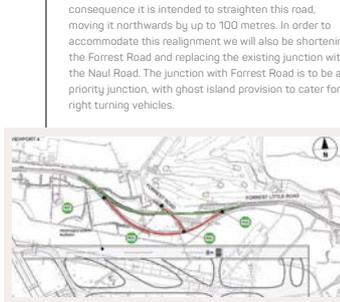
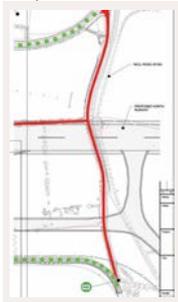
The R108 crosses the footprint on which North Runway will be constructed. This road will be diverted towards the west at a point south of the new runway.

Figure 3

The current route of the Naul Road would infringe the safety zones in proximity to the runway. As a consequence it is intended to straighten this road, moving it northwards by up to 100 metres. In order to accommodate this realignment we will also be shortening the Forrest Road and replacing the existing junction with the Naul Road. The junction with Forrest Road is to be a priority junction, with ghost island provision to cater for right turning vehicles.

Legend

-  Right of way to be extinguished
-  Section of road closure
-  Alternative route



In conjunction with making these changes we are required to extinguish a number of Rights of Way as follows (sections of road marked in red on Figures 1, 2 and 3 above):

- A portion of the Forrest Road (171m between R03 and R04)
- Part of the Forrest Little Road (776m between R05 and R06)
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- The portion of the Naul Road (R108) that crosses the runway site (663m between R07 and R08)
- Toberburr Road (253m between R13 and R14)
- Barberstown Lane which will be within the runway site (1815m between R01 and R02)

Delivering North Runway

Measuring, Managing and Mitigating Aircraft Related Noise

How is noise measured?

We understand that noise is very subjective and very personal to each individual. Noise is measured by calculating long-term average noise levels in decibels (dB) and modelling them in noise contours. These contours show a set of closed curves on a map. Each contour shows places where people get the same average amounts of noise from the aircraft. They are similar to the contours on an ordinary map showing points at the same height.

The following factors are considered in determining noise contours:

- The runway location(s)
- The arrival and departure routes
- The aircraft movements (number by aircraft type)
- The split of the movement amongst the runway(s) and routes
- Airport procedures such as intersection take-offs.

Insulation & buy-out

63dB is internationally recognised as a threshold for noise mitigation to dwellings whilst 60dB is applied to schools. These thresholds are reflected in the planning conditions attached to the permitted runway. 69dB is the point at which the planning permission stipulates that daa will offer to buy homes.

Voluntary House Purchase Scheme



Insulation for homes and schools



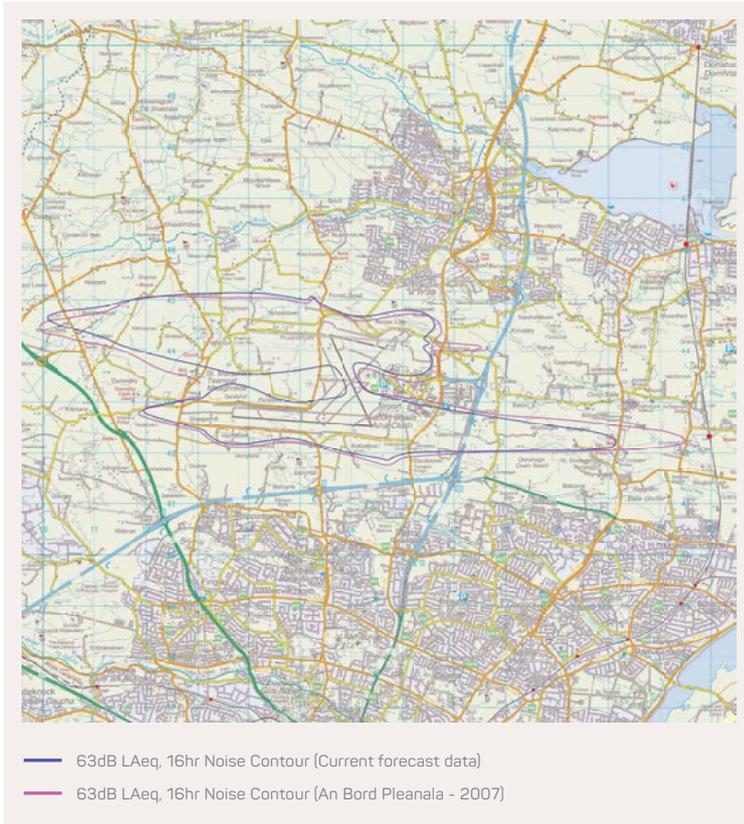
	A home 'sound' insulation scheme	Schools Insulation Scheme
Who?	This measure relates to homeowners specified by An Bord Pleanála as falling within a key noise threshold. All impacted homes will be contacted directly by daa in due course.	Schools and licensed pre-schools within the 60dB noise contour.
What?	Double or secondary glazing for all windows and external doors. Attic insulation as required. Acoustic solutions for vents and chimneys.	High acoustic performance replacement double glazing including secondary glazing where required. Loft insulation in roof spaces as required. Acoustic ventilation units. Ceiling upgrades as required.
When?	Insulation to take place in advance of the opening of the new runway.	All schools would be insulated in advance of the opening of any new runway.

Noise Contours

Applicable Contours for the Insulation Scheme:

The amount of noise projected from aircraft movements at Dublin Airport has decreased significantly since the original planning process. This is due to quieter and larger aircraft. As a consequence, based on objective and verifiable modelling, the scope of the 63dB LAeq 16h contour has reduced.

However, in consideration of its most immediate neighbours, daa will instead have regard to the noise contours submitted to An Bord Pleanála in 2007. The 2007 contour encompasses a larger area that extends the insulation scheme to more homes. As a result, c.40% more houses will be eligible to benefit from the insulation scheme.



daa will further update the noise contours as part of the application to maintain operational flexibility at Dublin Airport. Following this assessment, the number of homes eligible for insulation may increase further. We will continue to keep residents informed.

Delivering North Runway

The Balanced Approach

International best practice on noise management at airports focuses on the Balanced Approach. The four pillars of the Balanced Approach are;

• Land-use planning

Dublin Airport has benefitted from a far-sighted planning process that has kept the approaches to the runways largely clear of development. Unlike many other international airports, we have very few people living under our flight paths, which means that land-use planning has been effective to date.



• Operational procedures

Along with our airport stakeholders, we have implemented a wide range of operational procedures to minimise noise. These include flight Noise Abatement procedures for take-off and landing such as selection and compliance with Environmental Corridors, Continuous Descent and restrictions on reverse thrust and ground run-up. North Runway will be operated according to Option 7b, which introduces the concept of a preferred runway to lessen the impact of aircraft noise on local communities.

• Quieter aircraft

At Dublin Airport we are fortunate to have a large proportion of aircraft that meet the most stringent noise class (Chapter 4). In 2015, almost 95% of aircraft operating here were Chapter 4, the quietest models. There is a ban on the use of the noisiest aircraft (Chapter 2) at the airport.



• Operating restrictions

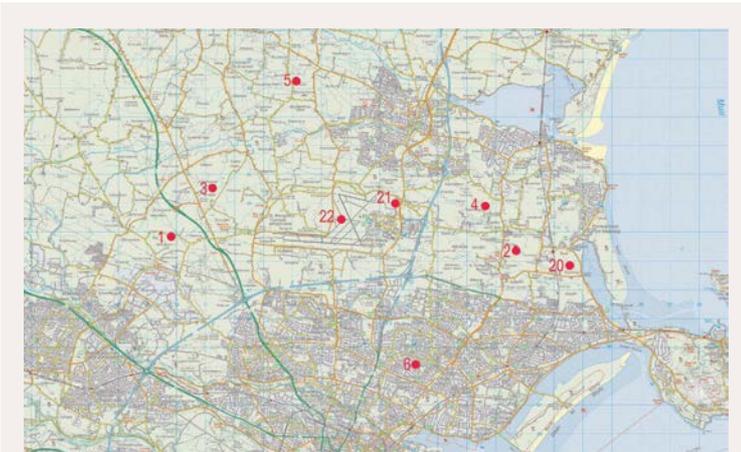
To be applied only as a last resort when other pillars have been exhausted.

Best practice also includes community and stakeholder engagement as part of noise management. According to 2013-2018 Dublin Agglomeration Noise Action Plan (NAP), produced in compliance with requirements of the Environmental Noise Directive, the number of people exposed to the undesirable night time levels above 55 dB(A) from Dublin Airport is c.200 people.

Tracking Performance

Monitoring noise:

- There are 9 noise monitoring stations in the community and on site at Dublin Airport, in place for over 15 years
- Noise is measured by these stations and downloaded to a database.
- Flight tracks are monitored and if a complaint is made to Dublin Airport the flight track is reviewed to check whether an aircraft was off-track. 99% of aircraft using Dublin Airport adhere to established routings.
- Access to information is important to our local communities. daa shares data from our Flight Tracking Monitoring System with local and national stakeholders through the independently chaired Dublin Airport Environmental Working Group (DAEWG).



Delivering North Runway

Mode of Operation

Flight paths are determined by the Irish Aviation Authority in association with daa and the airlines and put safety above all other considerations. The runway(s) used will take account of the current and expected weather conditions and aircraft movements.

Aircraft on approach will normally be on the extended centreline of the landing runway from 5 nautical miles out. Those landing on North Runway from the east will cross the coast over North Portmarnock and travel inland over predominantly rural areas on their descent into Dublin Airport.

We are currently considering the departure routes from North Runway and expect to be able to share further details of the proposed flight paths and operating procedures with local communities in the autumn.

The separation between the parallel runways at Dublin Airport is sufficient to meet the relevant aviation standards that allow independent departures, which require a minimum 15 degree divergence between parallel runways departure flight paths. At times of peak demand, it is intended that the runways will operate independently.

There will be a set of environmental corridors defined either side of the indicative flight paths and aircraft will be required to stay within these corridors on departure, up to an altitude of at least 3000 feet.

Option 7B

North Runway will be primarily operated according to mode of operation Option 7b (as submitted to An Bord Pleanála in 2007) to lessen the impact of aircraft noise on local communities:

- When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by Air Traffic Control.
- When winds are easterly, Runway 10R shall be preferred for departing aircraft. Either Runway 10L or 10R shall be used for arriving aircraft determined by Air Traffic Control.

Westerly Wind →



← Easterly Wind



Delivering North Runway

Our Place in the Community

Through the Dublin Airport Stakeholders Forum and now the Dublin Airport Environmental Working Group (DAEWG), daa has been engaging with the community on a regular basis for many years. We hold frequent meetings with local community groups and individual residents and are committed to continuing to engage and listen to their concerns. We are proud of our place in the community and will work to maintain it.

- Existing Community Engagement – Dublin Airport engages with communities on a daily basis and has a dedicated Community Engagement Team
- Dublin Airport Environmental Working Group – Provides regular information on how the airport operates as well as information on its environmental and sustainability performance to local communities and interested bodies
- Community Liaison Group – As part of the North Runway Project we are establishing the St. Margaret's Community Liaison Group
- Existing Community Sponsorship Programmes – Dublin Airport partners with local and national organisations to support cultural and sporting activities
- Community Fund – As part of the development of the North Runway project, a new Community Fund will be established to support projects in the local community



Ecology, Habitats and Heritage

Ecological

Any renovation, demolition or construction will be carried out with sensitivity to animals such as badgers, bats, birds, amphibians and any other wildlife which might be present.

Protecting habitats

daa is committed to providing compensatory habitats for areas impacted by the North Runway project.

Drainage

Runway drainage systems will ensure that the risk of flooding or pollution is fully managed.

Sustaining our local heritage

daa is committed to preserving the heritage of the area – we are working with Fingal County Council and the local community to find a new long-term home for the Forest Little Monument.

Detailed archaeological surveys will be undertaken in advance of construction.

Delivering North Runway

Managing Emissions

Main sources of emissions at the airport are from;

- Aircraft on the ground and during take-off and landing
- Airside vehicles servicing aircraft
- Boilers for heating terminals and office buildings
- Vehicles accessing the airport

Controlling and influencing emissions:

- Providing and operating efficient infrastructure
- Influencing how staff and passengers get to the airport through our Mobility Management Plan
- Increased use of electric vehicles airside and landside

Reporting

daa shares air quality results with the local community through the Dublin Airport Environmental Working Group and on our website.

Average concentrations in 2015 at all monitoring locations (including stations in St Margaret's and Portmarnock) were well below national air quality limit levels.

Committing to reductions

daa is committed to reducing emissions under our direct control. We have signed up to achieve 33% efficiency in our own energy use by 2020. Dublin Airport is currently in the process of applying for the ISO 50001 Energy Management Certification.

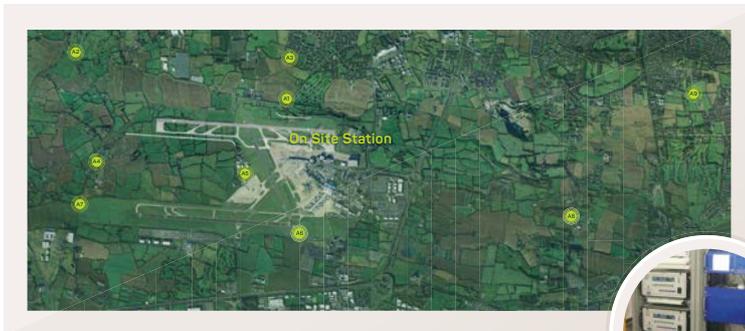
We are committed to working with airport stakeholders to manage airport operations efficiently to help reduce emissions at the airport.

Airport Carbon Accreditation Programme

We monitor progress on our carbon footprint and report it through our participation in the Airport Carbon Accreditation Programme – an international voluntary framework to reduce carbon emissions.

Monitoring

We monitor local air quality ... We have an Air Quality Monitoring programme in place at the airport and in surrounding areas.



Emissions monitoring stations are located on site and around the hinterland of the airport



Addressing Restrictive Conditions

Addressing Restrictive Conditions

Condition 3(d) & Condition 5

Planning permission for North Runway has been granted, however two of the 31 conditions are onerous and limit the potential of the airport to operate, grow and deliver the maximum economic and societal benefit for Fingal, for Dublin and for Ireland as a whole.

Condition 3(d)

Condition 3(d) would prohibit the use of North Runway for landings and take-offs between the hours of 2300 to 0700.

Condition 5

Condition 5 states that, on completion of construction of the new runway, the average number of night time aircraft movements at the airport shall not exceed 65 per night (between 2300 and 0700).

daa will be seeking to retain the operational flexibility that currently exists at Dublin Airport. That process will involve the preparation of an Environmental Impact Statement (EIS) to assess any potential impacts arising from those proposed changes.

Maintaining Operational Flexibility

Dublin Airport has seen a return to growth with a record 25m passengers using the airport in 2015. This is due to a combination of almost 50 new routes and services, significant additional capacity on a number of existing routes and nine new airlines operating at Dublin.

Growth

- Aircraft movements increasing - from 170,000 in 2013 to 180,000 in 2014 to 198,000 in 2015. Strong growth is continuing in 2016, with 14% year on year growth in passengers in the first five months of the year.
- Traffic forecasts indicate potential for passenger throughput figures of up to 36 million by 2022 and up to 50 million by 2037.

Capacity constraints

- Dublin Airport is already experiencing capacity challenges with demand for some runway slots exceeding capacity.
- Restriction of 65 flights per night is 35 less than the 100 flights on average which are currently using the airport between 23:00 and 07:00.

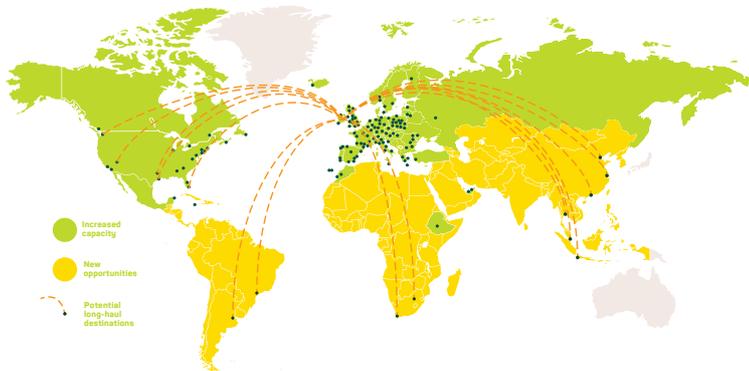


Based aircraft

The main source of growth at Dublin Airport continues to be from based and network carriers. Based operators have a particular requirement for capacity in the early morning and late evening to get the most efficient use from their aircraft. The one hour time difference between Ireland and continental Europe adds to the need for based aircraft to depart early.

Developing connectivity - Dublin competes with other European airports

- In 2016, Dublin Airport will be the number five airport in Europe for flights to North America with growth in connectivity of over 65% since the opening of T2 in 2010. The proposed restrictions in the 23:00-07:00 period has the potential to limit the scope for developing those long-haul services to North America.
- At 3110m, North Runway can facilitate flights to the Far East, Asia and South America. Attracting new long-haul services, ahead of other European airports, could be jeopardised by restrictions which impede operational flexibility.
- Connecting passenger numbers increased by 89% from 2013 to 2015. An increasing proportion of long-haul passengers are seeking to connect onto early morning UK and European flights. The proposed restrictions would negatively impact opportunities for flight connections. This reduces the likelihood of new routes being established.
- Changing travel patterns mean that people now want to make same day business trips, requiring more capacity in the early morning and late evening peaks.





Getting Involved in the Process

Getting involved in the process

What is an Environmental Impact Statement?

An Environmental Impact Statement (EIS) assesses the impact that a project will have on a range of environmental factors, in this case the potential impact on the environment of changes to two restrictive conditions relating to operation of the runways at Dublin Airport.

Why do we need it?

We are conscious of the need to make a rounded assessment of the potential impact of the Proposed Change of Permitted Operations; therefore in addition to considering the economic, technical and planning implications of any change to the hours of operation, it is important to commence engagement on the potential Environmental Impact of any changes, through an EIS process.

What is the EIS process?

The Environmental Impact Scoping Document, which has been published, gives details of the topics which we propose to consider in developing the EIS. The final issues to be addressed in the EIS are decided in consultation with stakeholders and the general public. Once the scope of the study is decided, consultants will begin the task of assessing the potential impact of the project on those issues.

The potential impact of the change of permitted operations is the only issue being considered under the EIS process. The runway has already received planning permission and is proceeding to construction.

daa proposes to examine the following topics through the EIS:

- 1 People / population
- 2 Human health
- 3 Hazard
- 4 Traffic and Transportation
- 5 Air Quality
- 6 Climate
- 7 Aircraft noise and Vibration
- 8 Ground noise and Vibration
- 9 Landscape and Visual
- 10 Biodiversity
- 11 Water
- 12 Land
- 13 Soils
- 14 Material Assets
- 15 Cultural Heritage
- 16 Interaction and Cumulative Impact of the above

CO₂



Getting involved in the process

How to Make a Submission

The EIS scoping process gives you the opportunity to input into the issues which will be considered in the EIS. This will help shape the direction of the report and is an important consultation opportunity.

Read the draft EIS Scoping Document

- Online
- In a library
- In civic offices

Make a submission

- **By post/ by hand**
North Runway Proposal to Change Permitted Operations,
North Runway Office,
Cargo Terminal 1,
Dublin Airport
- **By email:** northrunway@daa.ie
- **On our website:** northrunway.ie

Make submission by 22nd July
[Sign up for more Information](#)

We welcome your feedback

- Views relating to changes to the restrictive conditions that may be specific to you, your immediate community, area, residence or place of work.
- Views re: any broader social / environmental topics that should be considered in the EIS.
- Any other information you feel we should consider.

Appendix D – Advertisements



Public Information and Consultation Event

daa is currently progressing the North Runway at Dublin Airport. The project will facilitate the creation of 31,200 new jobs over two decades and will be worth €2.2 billion to the Irish economy. Given its strategic importance to the country, and most especially to Fingal, we would like to share information about our plans with all interested parties in the area.

In parallel with progressing plans to deliver the runway, daa will also be entering into a process to change certain onerous planning conditions attached to its delivery. This will involve the preparation of an Environmental Impact Statement (EIS) and we are inviting members of the public to identify matters they would wish daa to take into consideration as part of this process.

A public event to share information on these issues will be held at:

The Grand Hotel, Malahide

1pm - 8pm Friday 1st July

10am - 6pm Saturday 2nd July

Details on this event and other elements of the public consultation are available on www.northrunway.ie



Public Information and Consultation Events

daa is currently progressing the North Runway at Dublin Airport. The project will facilitate the creation of 31,200 new jobs over two decades and will be worth €2.2 billion to the Irish economy. Given its strategic importance to the country, and most especially to Fingal, we would like to share information about our plans with all interested parties in the area.

In parallel with progressing plans to deliver the runway, daa will also be entering into a process to change certain onerous planning conditions attached to its delivery. This will involve the preparation of an Environmental Impact Statement (EIS) and we are inviting members of the public to identify matters they would wish daa to take into consideration as part of this process.

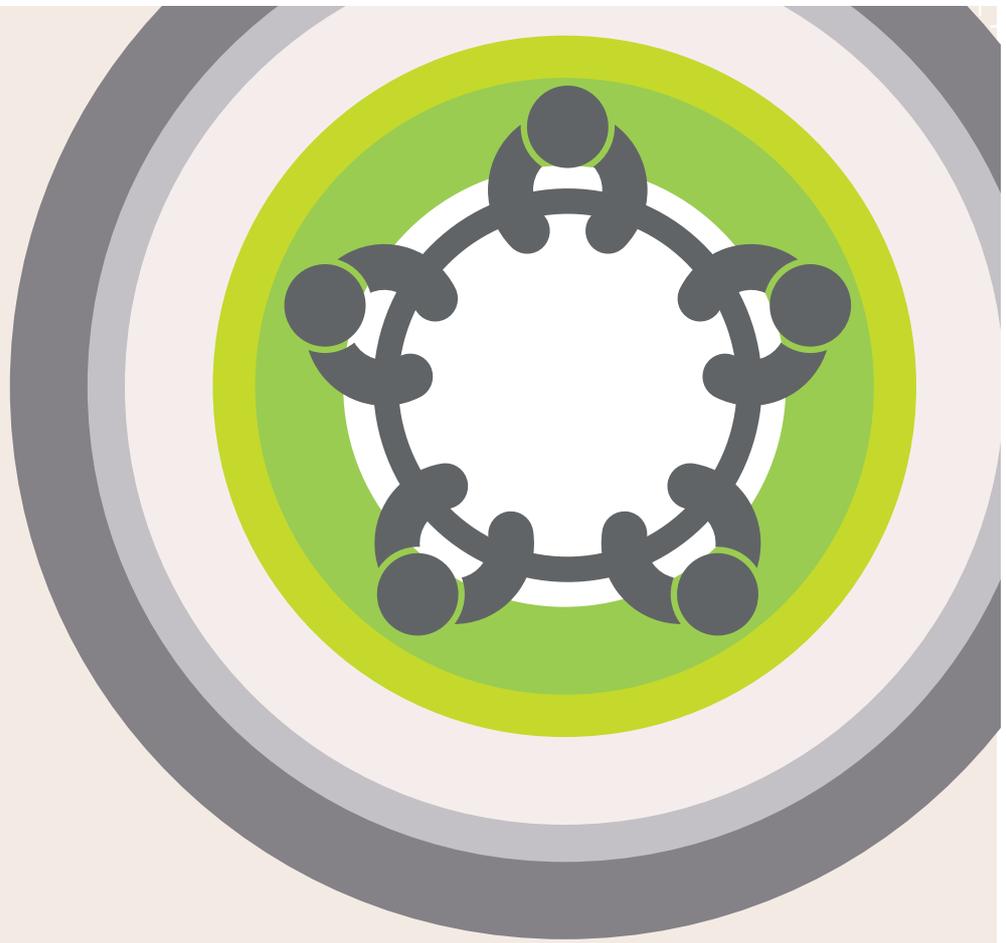
Details of the public events to share information on these issues are as follows:

**Roganstown Hotel & Country Club,
Naul Road, Swords**
1pm - 8pm Friday 24th June
10am - 6pm Saturday 25th June

The Grand Hotel, Malahide
1pm - 8pm Friday 1st July
10am - 6pm Saturday 2nd July

Details on these events and other elements of the public consultation are available on www.northrunway.ie

Appendix E – Poster



EIS Public Consultation Documents and Information Events

daa is currently progressing the North Runway at Dublin Airport. The project will facilitate the creation of 31,200 new jobs over two decades and will be worth €2.2 billion to the Irish economy. Given its strategic importance to the country, and most especially to Fingal, we would like to share information about our plans with the local community.

In parallel with progressing plans to deliver the runway, daa will also be seeking to retain operational flexibility at the airport. This will involve the preparation of an Environmental Impact Statement (EIS) and we are inviting members of the public to identify matters they would wish daa to take into consideration as part of this process.

A copy of the draft EIS scoping document is available at the main desk in this location. Also available is a helpful summary guide to the process and details on how to make a submission.

Public events

In addition to the information available in this location, daa is hosting two public events to consult on the EIS process and provide further updates on the North Runway project.

Roganstown Hotel & Country Club, Naul Road, Swords
1pm - 8pm Friday 24th June
10am - 6pm Saturday 25th June

The Grand Hotel, Malahide
1pm - 8pm Friday 1st July
10am - 6pm Saturday 2nd July

Written submissions

Submissions can be made in writing to:
North Runway Proposal to Change Permitted Operations,
North Runway Office,
Cargo Terminal 1,
Dublin Airport

Or by email to
northrunway@daa.ie clearly noting 'Proposal to Change Permitted Operations' in the subject line.

Closing date for receipt of submissions is Friday 22nd July 2016.

Appendix F – Leaflet



Public Information Programme

Dear Homeowner,

As you may be aware, daa secured planning permission for a new runway (North Runway) in 2007. In April 2016, daa confirmed plans to progress North Runway which is expected to be operational by 2020.

Since then, daa has hosted comprehensive public information events at Roganstown and in Malahide in recent weeks to complement a wider and ongoing public information and engagement programme. Mindful of the needs of our nearest neighbours in St Margaret's and the Ward, we are arranging a further Public Information event at St Margaret's GAA Club. You are cordially invited to attend.

Event details are as follows:

St Margaret's GAA Club,
Kilreesk, St Margaret's, Co. Dublin
Thursday 28th July 2016
1.00pm - 9.00pm

Please contact a member of the community liaison team if you require transport to the venue.

Submissions welcome:

As outlined at prior public information events, daa is also inviting submissions or observations on proposed changes to two planning conditions. Further details are available at www.northrunway.ie.

Following feedback at prior public information events the submission date for initial feedback or comments has been extended by two weeks to Friday, 5th August. A copy of the feedback form is attached for your consideration and is also available online at www.northrunway.ie.

Additional information:

The daa's North Runway public information exhibition will remain on display at Dublin Airport until August 5th. In addition our community liaison team (details below) are available to address any queries on the North Runway project or process.

Further public engagement events will take place in the coming months.

daa community team:

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Head of External Communications

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Community Liaison Manager

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Appendix G – Statutory Stakeholders Consulted

Table 1.1 – Statutory Stakeholders consulted

Fingal - Environmental Department
Fingal - Water and Drainage Department
Fingal - Planning and Building Department
Fingal - Housing Department
Fingal Roads and Transport Department
Dublin City Council
South Dublin County Council
Dun Laoghaire Rathdown County Council
Meath County Council
Wicklow County Council
Louth County Council
Kildare County Council
Irish Aviation Authority
Environmental Protection Agency - Catchment Science Unit
Environmental Protection Agency - Environmental Assessment Team
Department of Regional Development, Rural Affairs, Arts & the Gaeltacht
Department of Transport, Tourism, and Sport
Department of Communications, Climate Change and Natural Resources
Department of Jobs, Enterprise and Innovation
Department of Defence
Department of Housing, Planning and Local Government
Department of Education and Skills
Inland Fisheries Ireland
Transport Infrastructure Ireland
National Transport Authority
Birdwatch Ireland
Bat Conservation Ireland
Environmental Pillar
Irish Water
Health Service Executive (HSE)
Teagasc
Office of Public Works
Met Éireann
Fàilte Ireland
Industrial Development Authority (IDA)
IBEC
Irish Whale and Dolphin Group
Friends of the Irish Environment
ECO-UNESCO
Coastwatch Ireland
Sustainable Water Network (SWAN)
Institute of Public Health in Ireland
An Taisce
National Biodiversity Data Centre
Local IFA
Irish Landscape Institute
North Dublin Chamber of Commerce
Irish Exporters Association
Enterprise Ireland

Table 1.2 - Organisations from which Acknowledgement Received

Ref.	Organisation
1	Department of Arts, Heritage Regional, Rural and Gaeltacht Affairs
2	Department of Housing Planning and Local Government
3	Health Service Executive (HSE)
4	Inland Fisheries Ireland

Table 1.3 - Organisations from which Written Submission Received

Ref.	Organisation
1	South Dublin County Council
2	Louth County Council
3	Transport Infrastructure Ireland
4	National Transport Authority
5	Fàilte Ireland
6	Institute of Public Health in Ireland
7	An Taisce
8	Irish Water
9	Irish Exporters Association
10	Dublin City Council

Appendix H – Media Coverage



PUBLIC INVITED TO RUNWAY MEETINGS

FERGAL MADDOCK

TWO public information and consultation events to provide an opportunity for local residents and community groups to view at first-hand the plans for Dublin Airport's new runway are to be held over the next fortnight.

The first one will be held at Roganstown Hotel & Country Club, Naul Road, this Friday, June 24 from 1pm to 8pm and the following day (Saturday, June 25) from 10am to 6pm.

A second round of meetings will be held in the Grand Hotel Malahide on Friday, July 1 from 1pm to 8pm and on the Saturday from 10am to 6pm.

One of conditions laid down by An Bord Pleanála stipulated that the total number of night-time flights at the airport cannot exceed 65 between 11pm and 7am once the new runway is built and that take-off and landing times were to be restricted to be between 7am and 11pm.

The airport authority intends to enter a process to address these two 'onerous' conditions and to retain the operating flexibility that currently exists at Dublin Airport.

As part of this process, daa will be preparing an Environmental Impact Statement (EIS) and is inviting members of the public to identify matters that they would like daa to take into consideration when developing this EIS.

The EIS will be the focus of a further public engagement process which is likely to take place in the autumn.

'Given the strategic importance of this project to the country and in particular to Fingal, we would like to share information about our plans with all interested parties, most especially our neighbours in the community with whom we continue to work closely,' said Dublin Airport spokeswoman Slobhan O'Donnell.

'A team from daa, together with external experts will be available to share information in relation to the North Runway and to answer any questions that attendees may have.'

Details on these events and other elements of the public consultation are available on www.northrunway.ie.

Communities in St Margaret's, Portmarnock and Rivervalley in Swords have already expressed concern about the potential

noise impact of the new runway.

Myles Caulfield, Secretary of Rivervalley Residents Association who said the residents are 'very much concerned about noise pollution emanating from the new runway and the planes using it.

'In general we would be in favour of it (new runway) but we are very much concerned over the noise pollution. After all, it is going to be 1.6km nearer to our estate than the existing runway. And we are getting the effects from that runway.'

And Portmarnock Community Association is also on the record as having concerns about any changes to the conditions laid down by An Bord Pleanála.

'We need to nail the details down before the concrete is laid, so to speak,' said Pat Suttle, Chairperson of the Portmarnock Community Association.

The €320m 3,110m North Runway was granted planning permission in 2007 and will be located within existing daa lands.

North Runway will facilitate the creation of 31,200 new jobs over the next 20 years, as well as contributing an extra €2.2 billion to the Irish economy.

The development of the runway will allow the airport to grow for the benefit of the Irish economy by supporting additional trade, tourism and foreign direct investment in Ireland.



An outline of the new Runway North.



DAA renews offer to buy houses for runway plan

Dublin Airport seeks lifting of conditions that limit night flights on second runway

Residents say external body rather than DAA should examine impact of noise

MARK HILLIARD

Dublin Airport Authority (DAA) will this month renew its offer to buy 40 houses in the path of noise generated by a second planned runway.

The authority has now begun the process of attempting to have two conditions that are attached to planning for the project lifted. These relate to the number of night flights, on which there is currently no restriction.

Minister for Transport Shane Ross - who recently told the Dáil he would "not allow a State monopoly to bully any group of residents" - met with DAA officials last week.

A spokesman said the Minister was briefed on strategic issues, which include planning requirements and the DAA's commitment to work closely with stakeholders, including local residents and community groups.

The authority has been holding a number of public consultation events in recent weeks with changes to planning re-

quiring a new environmental

40

Number of homes qualifying for purchase scheme set by Dublin Airport Authority

impact statement (EIS).

Many residents living near the airport are said to have been upset and angry at the decision to proceed with the runway, postponed in the aftermath of the economic collapse.

Routes

The DAA believes the expansion will extend Dublin as a European gateway to North America as well as expanding international routes.

Limiting that potential, however, are the two planning conditions it is seeking to dissolve - one preventing the new runway from being used at night, the other limiting night-time activity to 65 movements (either landings or take-offs).

These were attached to the initial planning approval granted in 2007.

It is seeking the removal of these conditions "due to the significant negative implications" they would have for the airport, a "scoping document" ahead of the new EIS says.

Options on how this might be achieved are being explored - whether through An Bord Pleanála or through a statutory instrument outside the planning process.

Currently, there are about 100 aircraft movements every night between 11pm and 7am. Demand for slots has "increased strongly" since the granting of planning permission 10 years ago.

'Noise contour'

Consequently, noise is a chief concern for those living in the vicinity. About 40 homes, falling within a "noise contour" map set by the DAA, qualify for a voluntary purchase scheme.

They were all previously



contacted by the DAA when the original planning was granted but are expected to receive letters again within the coming weeks. The financing arrangements are yet to be finalised.

A further 90 households will qualify for sound insulation works provided by the authority.

Some residents, although generally resigned to the second runway development, remain concerned.

Myles Caulfield, secretary of River Valley Rathingle Residents' Association, said an external body should be brought in to examine the potential impact of noise.

"The DAA have an agenda, and with the best will in the world you can't be judging your own conditions," he said.

"The way this whole runway came about, how the idea of looking for removing [planning] conditions three and five came about was a surprise to us all."

However, others are not as worried.

A former Dublin Airport worker, who asked not to be named, said he used to live close to the runway, and "the noise didn't bother us then. If people bought houses in the area in the last 20 years they will have to put up with it."



Hundreds attend info sessions on new runway

SOME 400 residents affected by the development of a new runway at Dublin Airport attended a series of public information sessions on the project hosted by the daa which the company says were about 'listening and sharing information about the project and telling people what the next steps are'.

Among those next steps is for the daa to work out the route whereby it will seek to have two controversial planning conditions restricting night-time flights, lifted from the project. The company is currently considering whether those conditions are best addressed in the planning process or whether a new EU directive, due to be enacted in Ireland this month, could help the company have those conditions reviewed.

EU regulation 598/14 calls for a 'balanced approach' to noise reduction at airports by encouraging the use of quieter aircraft, improving land-use planning around airfields, imposing quieter airport ground operations and possibly, limiting overnight flights.

The regulation establishes a framework for dealing with noise impact on neighbours of airports that includes the identification of the problem, consideration of the range of possible noise-mitigating measures, a cost-effectiveness analysis, and a consultation and a notification process with all stakeholders.

Spokesperson for the daa, Siobhan O'Donnell said it was still 'unclear' which route the company would take to address those conditions but said it was looking at 'the best way to address those issues and have those conditions lifted'.

The daa spokesperson committed to more public information sessions in the autumn when the approach the company is taking to having those conditions reviewed and lifted, is likely to be known but said that the daa's door was 'always open' and communities concerned about the development of the runway were welcome to contact the company at any time to discuss their concerns.

Last week in the Dáil, the Minister for Transport said he was keeping a 'close eye' on the project. Minister Shane Ross said the project was 'essential for the progress of tourism and transport in this country' but said that local communities 'should not have their wishes, sensitivities and houses overridden in an inhuman way when this sort of activity has to happen'.

Ms O'Donnell said that the daa had been engaging with local communities on the project and 'knows what the issues are'. The daa spokesperson said: 'We want a fair and reasonable outcome for everybody and that's really important.' She acknowledged there would be 'difficult conversations along the way' but the company would seek to 'try to reach the best solution we can for people, as far as is practicably possible'.



Jurgen Skwirbat, Cllr Daire Ní Laoi and Al Ryan.



Runway consultation process underway

Pat O'Rourke

LOCAL residents and communities are being given the opportunity to view Dublin Airport's new runway plans at first-hand at public information events.

The Dublin Airport Authority (daa) has already hosted an event last weekend in Swords and there's another one taking place in Malahide on July 1-2.

The 3,110m North Runway was granted planning permission in 2007 and will be located within existing daa lands.

However, there is concern in some communities about how the new runway might impact on local residents.

Dublin Airport Authority spokeswoman Siobhan O'Donnell said that given the strategic importance of this project to the country and in particular to Fingal, the daa would like to share information about its plans with all interested parties, "most especially our neighbours in the community with whom we

continue to work closely".

"A team from daa, together with external experts, will be available to share information in relation to the North Runway and to answer any questions that attendees may have," said Ms O'Donnell.

It's expected that the North Runway will see the creation of

31,200 new jobs over the next 20 years.

It should also contribute an extra €2.2 billion to the Irish economy.

The daa said the development of the runway will allow the airport to grow in the future for the benefit of the Irish economy by supporting additional trade, tourism and foreign direct investment in Ireland.

The North Runway is also a highly significant strategic project for the Fingal area, which has been a major beneficiary of the increasing economic activity at Dublin Airport.

In 2015, over 25 million passengers used Dublin Airport, the highest number in its history.

The airport currently supports approximately 97,000

jobs, one-quarter of which is held by Fingal residents.

The daa has said previously that two of the existing runway planning conditions impact the airport's ability to accommodate future demand at key operational times.

This would mean that the airport would have less

capacity with two runways during these key periods than it currently has with one.

The daa said it intends to enter a process to address these two "onerous conditions" and to retain the operating flexibility that currently exists at Dublin Airport.

As part of this process,

the daa will be preparing an Environmental Impact Statement (EIS) and is inviting members of the public to identify matters that they would like it to take into consideration when developing this EIS.

The EIS will be the focus of a further public engagement

process, which is likely to take place in the autumn.

•The next public consultation events will take place at the Grand Hotel, Malahide on Friday July 1 from 1pm to 8pm, and on Saturday, July 2 from 10am to 6pm. For more information visit northrunway.ie.



“ The daa said the development of the runway will allow the airport to grow for the benefit of the Irish economy by supporting additional trade, tourism and foreign direct investment in Ireland. ”

