



**MEETING:** Dublin Airport Environmental Working Group

**LOCATION:** Online via Zoom

**DATE:** 04 October 2023, 5pm

#### ATTENDEES

Name	Position/Organisation	Initial
Dr. Danny O'Hare	Chairperson	Chair
Janine Davidson	Secretariat	JD
Angela Flynn	Community Engagement Manager, daa	AF
Gwen Morgan	AirNav Ireland	GM
John Harris	St. Margaret's The Ward Residents Group	JH
Patrick Fagan	Santry Residents Association	PF
Ian Clarke	Noise and Flight Track Monitoring, daa	IC
Xavier Oh	Noise and Flight Track Monitoring, daa	XO
Aine Kirrane	Environmental Sustainability Officer, daa	AK
Myles Caulfield	River Valley Rathingle Residents Association	MC
Malachy Bradley	Senior Planner, Fingal County Council	MB
David Kelly	Portmarnock Community Association	DK
George Mongey	Swords Tidy Towns	GM
Gerry Duggan	Malahide Community Forum	GD

#### APOLOGIES & ABSENTEES

Brian McDonagh	Fingal County Council	BMD
Gerry Sweeney	Forrest Great Community Group	GS
Ciaran Moore	Noise and Flight Track Monitoring, daa	CM

Introduction	Action
<p><b>Chair</b> welcomed attendees to the meeting and advised that AF is the new representative of Dublin Airport; IC and XO would be joining the meeting to represent the Dublin Airport Noise Team in CM's absence.</p>	
1. Apologies	Action
<p><b>JD</b> advised that CM was an apology.</p>	
2. Minutes of Previous Meeting	Action
<p><b>Chair</b> requested approval of Meeting Minutes of 14 June 2023; <b>PF</b> raised concerns regarding items being omitted from the Minutes. <b>Chair</b> advised that it is best practice that draft Minutes are circulated to all members to review and to provide commentary before being approved; he noted that the Minutes are lengthy, with some discussion items being included that do not result in any action which is not typical for this type of meeting. <b>Chair</b> advised that previous minutes were updated to reflect PF's additions and as no other changes were requested, members approved the Minutes.</p>	
3. Matters Arising	Action
<p><b>PF</b> advised that he had requested that the daa CEO attend a DAEWG meeting. <b>Chair</b> stated he had received the request and will follow up.</p>	Chair
4. daa Update	Action
<p><b>AF</b> presented daa's update, including responses to actions since the previous meeting, September passenger numbers, upcoming biannual checks for Instrument Landing Systems (ILS) on the runways, the daa Graduate Programme, and several sustainability updates at the airport.</p> <p><b>MC</b> asked about the mobile noise monitoring terminal (NMT) for Rivervalley. <b>AF</b> advised that Rivervalley is next on the schedule after Santry. <b>AF</b> advised that the current nominated location in Santry was not ideal and if another location cannot be confirmed in the coming weeks, the mobile NMT will move to the next location on the schedule. <b>PF</b> queried if bus services such as the 16 bus service, were due to go to tender. <b>JD</b> advised it was for those providing services at the bus stops located next to the terminals and at the rear of the car parks.</p>	
5&6. Air and Water Quality Monitoring	Action

<p><b>AK</b> presented the air and water quality updates, including information on the Clean Air Strategy, the continuous air quality monitoring year on year, and the updated graphs including the WHO guideline recommended values for air quality.</p> <p><b>MC</b> queried the A11 air quality results for the coach park being above the limits for PM<sub>10</sub>.</p> <p><b>AK</b> explained that she was not aware of PM<sub>10</sub> monitoring being carried out at A11 however NO<sub>2</sub> monitoring is carried out at this location. <b>AK</b> will check older reports regarding any PM<sub>10</sub> monitoring at this location and revert. <b>AK</b> noted that elevated NO<sub>2</sub> levels recorded at the A11 location are reflective of the high level of bus activity in this area as previously discussed with members. <b>AK</b> advised that PM<sub>10</sub> and PM<sub>2.5</sub> are currently only monitored at the continuous air quality meter on site. <b>AK</b> advised that average PM<sub>10</sub> levels recorded from June to August are below the WHO 2040 target value and PM<sub>2.5</sub> average levels were below the WHO 2026 target value but above the 2040 target. <b>PF</b> queried if the water tests include PFAS testing. <b>AK</b> advised that the Head of Environmental Sustainability had previously provided an update to all members in the March meeting and that there has been continuous engagement with PF advising of the testing programme and the availability of reporting on this issue.</p>	<p>daa</p>
<p><b>7. Noise and Flight Track Monitoring</b></p>	<p><b>Action</b></p>
<p><b>IC</b> introduced XO who has joined the noise team at Dublin Airport. <b>IC</b> presented the noise reporting slides which included updates on the noise complaint and the noise monitoring terminals (NMT's).</p> <p><b>PF</b> queried the recording of violation figures, and it appears that 800 plus flights are not appearing in the violation data vs the movement data. <b>IC</b> advised that all types of aircraft are recorded as movements but only Category C/D (jet aircraft) are included in the violation information. <b>JH</b> asked that Webtrak include the environmental corridors and the Go Arouns (missed approaches) be recorded in the reports. <b>IC</b> advised that it is planned that the Noise Preferential Corridors will be updated to WebTrak as a 'layer' and that he will include the missed approach information on the reports. <b>MC</b> advised he has left complaints via voicemail and whether these were received and logged in the reports. <b>IC</b> advised on the process of transcribing voicemails and how the voicemail complaints are recorded. <b>GM</b> advised that some residents in Swords have stated that they have not received responses to recent complaints. <b>PF</b> advised that he had stopped making complaints regarding noise pollution as it has increased over the years, as he feels it is a waste of time and other people stopped complaining when they are not receiving responses. <b>IC</b> advised that there is a backlog on the responses and resources are being sought to improve the Noise and Flight Track Monitoring team (NFTMS) response times.</p> <p><b>IC</b> advised that the quarterly reports are being updated and will be provided to members</p>	<p>daa</p>

as soon as possible.	
<b>8. Fingal County Council Planning Applications</b>	<b>Action</b>
<p><b>MB</b> gave an overview of the planning applications which were sent to members in the pre-meeting pack, and the status of the enforcement proceedings currently underway.</p> <p><b>JH</b> queried if FCC could advise if an enforcement letter was issued regarding the terminal capacity cap of 32m in 2019. <b>MB</b> advised there was an initial investigation and there were no outcomes from that investigation.</p>	
<b>9. Members' Update</b>	<b>Action</b>
<p>At the request of the members, <b>GM</b> presented on the Irish Airspace which included information on the role of Air Traffic Control, flight routes, restricted flight areas and the operation of Irish airspace.</p> <p><b>PF</b> queried the use of Runway 16/34. <b>GM</b> advised that runway 16/34 is a complex runway to operate, but it could be used in certain circumstances such as inclement weather. <b>MB</b> queried if there is a review period for flight routes such as those which were implemented in February. <b>GM</b> stated that there were no formal plans for a review. <b>JH</b> queried the route options outlined on Primetime and why flightpaths for North Runway can't go out straight like South Runway. <b>GM</b> advised that the simulation appeared to turn at 400ft which is not approved for use at Dublin Airport and the Standard Instrument Departures have been designed by regulatory approved flight procedure designers and have been approved by the Irish Aviation Authority for use. <b>GM</b> advised that due to the requirements for missed approaches for South Runway, North Runway requires a divergence on departures in a Westerly direction. <b>JH</b> asked if the South Runway could diverge to the South instead to facilitate missed approach. <b>GM</b> advised that due to the restrictions of military airspace over Baldonnell and Weston Airports, it was not possible. <b>JH</b> queried the 2007 planning and if a divergence was discussed. <b>AF</b> advised that the 2007 planning permissions included indicative flightpaths however a full public consultation took place in 2016 across local areas which outlined the divergence requirements and that this consultation was conducted fully and diligently to inform local communities of the expected flightpaths for North Runway. <b>JH</b> disagreed and stated that daa made a big mistake which they are still correcting. <b>AF</b> acknowledged that when North Runway opened, the flightpaths required a review however, the flightpaths were corrected in February and are closely aligned to those outlined during the 2016 consultations. <b>Chair</b> thanked GM for the presentation and members agreed it was very informative.</p>	
<b>10. AOB</b>	<b>Action</b>

<p><b>JH</b> requested that all DAEWG meetings move to in-person meetings. Chair put it to the group and members agreed.</p>	
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<p><b>Chair</b> thanked members for attending and concluded the meeting.</p>	
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Meeting concluded at 7.15pm

Next Meeting:

5pm on 6 December 2023 in Radisson Blu Hotel, Dublin Airport