



MEETING: Dublin Airport Environmental Working Group

LOCATION: Radisson Blu Hotel, Dublin Airport

DATE: 06 December 2023, 5pm

ATTENDEES

Name	Position/Organisation	Initial
Dr. Danny O'Hare	Chairperson	Chair
Janine Davidson	Secretariat	JD
Angela Flynn	Community Engagement Manager, daa	AF
John Harris	St. Margaret's The Ward Residents Group	JH
Patrick Fagan	Santry Residents Association	PF
Myles Caulfield	River Valley Rathingle Residents Association	MC
Malachy Bradley	Senior Planner, Fingal County Council	MB
Gerry Sweeney	Forrest Great Community Group	GS
George Mongey	Swords Tidy Towns	GM
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
Andrea Carroll	Head of Environmental Sustainability, daa	AC
Mark Finegan	Head of Strategy and Operations Infrastructure, daa	MF
Charlie McLean	Stakeholder Lead Infrastructure, daa	CMcL

APOLOGIES & ABSENTEES

Ciaran Moore	Noise and Flight Track Monitoring, daa	CM
Gwen Morgan	AirNav Ireland	GM
David Kelly	Portmarnock Community Association	DK
Gerry Duggan	Malahide Community Forum	GD
Brian McDonagh	Fingal County Council	BMD

Introduction	Action
Chair welcomed attendees to the meeting and advised that MF, CMcL and AC would be joining the meeting to represent daa on related matters. Chair advised a change to Agenda, with Item 4 and Item 7 to be switched in order to facilitate request.	
1. Apologies	Action
JD advised that CM, DK and GM have sent apologies for the meeting.	
2. Minutes of Previous Meeting	Action
Chair requested approval of meeting Minutes of 04 October 2023; PF disputed the recording and felt items including other members comments regarding noise monitoring at his home during the meeting, were being omitted from the Minutes and challenged the Chair's email correspondence. GS and PF discussed time allocations at the meetings and if the resident members are being given enough time. Chair reiterated that as the Terms of Reference state the Minutes should be a record of the key discussions and actions at the meeting and not a verbatim account, with some discussion items being suggested that are not typical record for this type of meeting. Chair advised that he had responded to PF's correspondence and previous minutes were updated to reflect PF's related additions and his other suggestion was related to another member and not raised by that member directly. Chair advised that while the meetings are now at two hours, members are given opportunities throughout the meetings to raise questions; and any queries raised are given time to be discussed before the end of the meetings. PF disputed the Minutes and requested they be read out to be discussed. Chair stated that PF's disagreement will be noted but other members had not raised the same concerns; Chair put vote to the other members for approval, and as no changes were received, the Minutes were approved.	
3. Matters Arising	Action
PF advised that he had requested that the daa CEO attend a DAEWG meeting. AF advised that the request had been received and it is expected the CEO will attend one of the 2024 meetings.	
7. Noise and Flight Track Monitoring	Action
AF advised the proposed location for the noise monitor for Rivervalley/Rathingle is needed and decision is required by members to confirm the proposed locations. MC suggested the local school in RiverValley and if members prefer a closer location, the	

<p>public shopping centre at Boroimhe should be reviewed. IC agreed to survey the shopping centre area to review its suitability. GS queried if the noise monitors recorded ground noise specifically and wished to emphasise to the noise team that for South Swords, it is the importance of being able to monitor the noise while an aircraft is accelerating down the runway and it is the monitoring of this type of noise, that may support the requirement for noise mitigations along the runway such as an earth berm. IC advised the noise monitor records all noise in the location, including public noise such as traffic, etc. but it is correlated with flight movements. Members discussed the impact of ground noise on the local areas which differs to flight noise. IC and XO advised how the noise monitors record noise including from start of roll and how noise apps through mics on mobile phones are not calibrated to record aircraft noise. Ground noise was described as taxi and holding noise and that this was not directly distinguishable by the noise monitors as such. XO and IC committed to providing descriptive narrative of ground noise Taxiing and hold noise with respect to SOR noise. JH queried the Lmax noise data and the noise monitoring reports. IC advised that the noise team have been prioritising the backlog of complaints; but the reports are being updated and will be issued as soon as possible and the Lmax report will be provided. XO advised that a new noise complaint system will be implemented next year which will streamline the voice complaints process to enable the team to respond in a quicker timeframe. PF reiterated his request for the reports to be printed for the meetings as daa respond to complaints by letter and other digital options should be considered. IC advised that majority of complaints are received online and responded to by email except for small percentage where email addresses are not provided. PF reiterated request for AB aircraft to be recorded in noise reports violation information.</p>	<p>daa</p>
<p>5&6. Air and Water Quality Monitoring</p>	<p>Action</p>
<p>AK presented the air and water quality updates, the continuous air quality monitoring year on year, and the updated graphs including the WHO guideline recommended values for air quality.</p> <p>PF queried if the water tests include PFAS testing and expressed his disappointment with the engagement on this issue and the final monitoring report not yet being available. AC advised daa previously provided an update to all members in the March meeting and that there has been continuous engagement with answers provided to queries raised by PF and Santry Forum and the final monitoring report will be provided when it is available. AC advised that the recent movement of soil was due to take place due to works in the area and there was a low level of PFAS detected and following engagement with the EPA, daa arranged to have the bulk of this soil removed and treated in overseas facilities due to lack</p>	

<p>of capacity in Ireland to deal with the volume of soil involved. AC explained that PFAS is found in many processes, good and locations worldwide, including in Fire Fighting Foam (FFF) and that Dublin Airport discontinued using related FFF that contain PFAS chemicals in 2013, acknowledging that PFAS now has been identified as an emerging issue by the EPA; daa is taking all the appropriate steps to manage and address this issue.</p> <p>GS queried monitoring for fumes in South Swords and noted that the position of the continuous air monitor was decided by the EPA prior to the building of North Runway, and that it is located at the end of the runway. GS reiterated his request for additional air quality monitoring to take place as concerns of residents is the potential health risks of fumes rather than smells. AK advised that air quality parameters are monitored through the continuous air quality monitor at Castlemoate location which is located to the North-east of the airport and its three runways as the prevailing winds are from the southwest, with another continuous air quality monitor also located in Swords. AK explained the difference between odour and air quality monitoring and advised that when people reference fumes, it may be the odour/smell of the aircraft fuel they are referring to. AK explained that following the request, daa reached out to Dublin Port for information on their air quality project and they had advised that this was funded by the EPA and conducted by researchers from UCC involving a multi-instrument field campaign and modelling. daa will investigate temporary continuous air quality monitoring and revert. AC advised that daa are undertaking odour assessments in the local areas also and results will be shared when available.</p> <p>AK confirmed that PM10 monitoring did not take place at the bus depot area as queried in the last meeting.</p> <p>PF queried the drainage management plan and expressed concern for its location relating to Santry River. IC advised that further information on this plan can be provided for the next meeting.</p>	<p>daa</p>
<p>4. daa update; Infrastructure Application</p>	<p>Action</p>
<p>AF introduced MF to present the daa slides on the upcoming infrastructure application. MF provided a map for members that outlined the proposed ten key developments that will be included for planning in the infrastructure application. MF advised on the virtual information platform, the information available on the platform, and the expected timelines for the application.</p> <p>GS queried if an Earth Berm along North Runway is included in the planning applications. MF noted that it is not part of the application, the application is likely to take some time to progress through the planning system so this type of intervention would be more</p>	

<p>efficiently dealt with in its own application. IC advised that a study is being undertaken regarding the feasibility for an earth berm in that location and considerations will be reviewed such as acoustic benefits, environmental benefits, and airfield safety. GS queried if there is emphasis on noise insulation by architectural consultants for airport buildings and if they could consult on neighbouring households. MF advised that buildings will be designed to required levels and these consultants would not be same as residential consultants. AF explained as part of the airports noise mitigation measures there are two current insulations schemes and one proposed scheme that daa are waiting for the decision on and the insulation schemes have residential contractors. JH queried if the planning application will resolve the capacity issues regarding roads. MF advised that the application includes for significant upgrades to the public transport infrastructure. MC expressed concern that previous plans relating to North Road and Forrest Road have not proceeded. PF reiterated his concern for electric vehicle (EV) spaces in the extension of the multi-storey car park given the risks associated with EV vehicle fires. MF advised that the car parks have been designed in accordance with the standards.</p>	
<p>8. Fingal County Council Planning Applications</p>	<p>Action</p>
<p>MB 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, and the upcoming court proceedings in March 2024.</p> <p>JH queried if FCC could advise on the result of enforcement proceedings regarding the terminal capacity cap of 32mppa in 2019. MB advised there was an initial investigation and there were no outcomes from that investigation, and a further investigation in 2023 on the matter, both files have now been closed. PF queried when planning is approved, how many years can pass before the applicant is required to enact the permission. MB advised that in most cases, the applicant has five years before the permission expires and after that period the applicant can reapply for planning.</p>	
<p>9. Members' Update</p>	<p>Action</p>
<p>PF stated that there is an AIE relating to PFAS at Dublin Airport with FCC. AC advised that daa are aware of the request and it will be responded to with the appropriate information.</p> <p>JH requested if the BER assessment can be provided for the insulation for his windows and doors. AF advised she will pass the request to the insulation team for response.</p> <p>GS queried the request for ANCA to attend the DAEWG. Chair advised a response was received from ANCA and this was shared with members. JD agreed to revert on this.</p>	<p>daa</p> <p>Secretariat</p>

<p>MC queried if daa expects to breach the cap of passengers by end of year. AF advised that daa will manage the capacity of the airport; engagement has already begun with Air Nav Ireland and airlines on this issue and Dublin Airport does not believe that transfer passengers, who are double counted, or transit passengers who do not disembark the aircraft at the airport should be included in the overall capacity figure.</p> <p>GM reiterated that the proposed Bus Connect options at the airport will not solve the issues on the public roads and capacity. AC advised that daa are fully supportive of the plan for a Metro / rail link for Dublin Airport and daa regularly voice their support for this at European and National forums.</p>	
<p>10. AOB</p>	<p>Action</p>
<p>PF reiterated his disappointment that Chair refused to display on screen the previous meeting Minutes to be discussed during the meeting. Chair stated his comments have been noted.</p> <p>Chair thanked members for attending, advised that future meetings dates will be sent on for 2024. Chair wished all members a Merry Christmas and a Happy New Year and concluded the meeting.</p>	<p>Secretariat</p>

Meeting concluded at 7.00pm

Next Meeting:
TBC