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Head Office: Dublin Airport, Ireland.

Meeting Minutes



MEETING: Dublin Airport Environmental Working Group

LOCATION: Carlton Hotel, Dublin Airport

DATE: 18 June 2025, 5pm

ATTENDEES

Name	Position/Organisation	Initial
Dr. Danny O'Hare	Chairperson	Chair
Janine Davidson	Secretariat	JD
Michelle Molloy	Community Engagement Manager, daa	MM
Gerry Sweeney	Forrest Great Community Group	GS
George Mongey	Swords Tidy Towns	GM
Ian Clarke	Noise and Flight Track Monitoring, daa	IC
Aine Kirrane	Environmental Sustainability Officer, daa	AK
Colm Kelly	Planner, Fingal County Council	CK
Keith McEvoy	AirNav Ireland	KME

APOLOGIES & ABSENTEES

Pat Suttle	Portmarnock Community Association	PS
Patrick Fagan	Santry Residents Association	PF
Myles Caulfield	River Valley Rathingle Residents Association	MC
Gerry Duggan	Malahide Community Forum	GD
John Harris	St. Margaret's The Ward Residents Group	JH
Brian McDonagh	Fingal County Council	BMD

Introduction	Action
Chair welcomed attendees to the meeting and advised Colm Kelly would be representing FCC for this meeting. Chair noted that while attendance for the meeting was smaller than usual, a quorum had been reached with the representatives from daa, FCC and AirNav present along with the two of the residential groups represented. Chair noted that IC had advised he would be unable to stay for the duration of the meeting, so item 7 would go ahead of item 4.	
1. Apologies	Action
JD advised GD had sent apologies.	
2. Minutes of Previous Meeting	Action
Chair requested approval of meeting minutes of 26 February 2025; Minutes were approved.	
3. Matters Arising	Action
MM advised that matters from the previous meeting will be covered as part of the meeting updates.	
7. Noise and Flight Track Monitoring	Action
In response to the previous meeting's queries regarding use of Earth Berms, IC provided an update on the status of this study at Dublin Airport. IC explained that the initial desk top study has taken place for Earth Berms for North Runway in addition to the previous study that was completed for the South Runway. IC advised that funding is now being sought internally as part of the wider planning process at the airport to progress to the next stage and daa will continue to keep the group updated as it progresses. IC presented the April draft monthly noise report including operations, complaints, and flight track adherence. IC noted the increased in easterly operations for extended periods; the updated breakdown as requested by members at a previous meeting and explained that the monthly numbers and breakdowns are in keeping with previous months.	

GS queried the different angles that aircraft appeared to take upon entering the environmental corridors. IC explained that different aircraft turn at different points because of the type of aircraft, size, thrust, gaps with other aircraft, weather, etc.	
4. daa update	Action
MM presented the April passenger numbers; the launch of Elevate'25, a €2 million school support programme as part of the celebrations for the airport's 85th year in operation; daa's new noise reporting tool, InsightFull, where members of the public can access noise data relating to their location on the platform; the scheduled essential maintenance dates for June and upcoming apprenticeship opportunities at Dublin Airport. GS queried eligibility for the Elevate programme and if creches were eligible to apply. MM advised that the programme was open to applications from over 80 local primary and secondary schools and all eligible schools have been notified directly. MM advised about the temporary noise monitoring terminal locations and schedule; DAEWG members had no changes or requests to the current listings to note. MM also advised about the progress of the South Runway viewing area planning permission and the eight-hectare compensatory habitat at Kilsallaghan that was gifted to FCC in May.	
5&6. Air and Water Quality Monitoring	Action
AK presented air and water quality updates, showing the results of monitoring over recent months, and reverted on actions including the schedule of the surface water monitoring. AK presented a map of the surface water monitoring locations and explained that the schedule is split into weekly, monthly, bimonthly, and quarterly monitoring, noting that the type of monitoring can be dependent on the location, the levels of the water in the area and the course direction, i.e. entering or exiting the campus grounds. AK noted that upcoming publication of the 2024 PFAS surface monitoring report would be advised to members in due course. GS queried the higher readings on the graphs relating to PM levels. AK explained that while these spikes had been noted, there was no apparent reason of note in the airport reports for those dates, and increased averages like these can be related to localised traffic events in the areas on those dates. Chair queried if consideration had been given to other types of de-icing activities or	

compounds to limit the impact of their use. AK advised that the airport uses potassium formate as runway de-icer, which has a reduced environmental impact compared to other pavement de-icing agents; aircraft are de-iced with glycol-based de-icer. To minimise any environmental impact of de-icing the airside operation team use Glycol Recovery Vehicles at aircraft stands during de-icing, and the flow from the Cuckoo Stream is diverted to a foul sewer when a de-icing agent is recognised.	
8. AirNav Ireland Presentation	
KME presented on the use of the runways at Dublin Airport during April. KME explained that due to an increase in warmer conditions and a predominantly easterly airflow, the use of the runways at Dublin Airport moved to predominantly easterly operations. KME explained the Aeronautical Information Publications (AIP) outline the use of the runways at Dublin Airport. GS queried the 70/30 split as they are noted in the NR planning conditions. KME explained that the use of runways is based on best practice for safety, efficiency and wind direction. MM advised that 70/30 is not a condition of planning but is based on wind direction which sees the annual average of 70% westerlies and 30% easterlies. As advised by the noise team and AirNav, the first four months of this year has seen an increase in easterlies with April recording a 32/68 split. Each month the split can vary but on average the general use of the runways was 70/30 westerlies/easterlies.	
9. Fingal County Council Planning Applications	Action
CK provided an overview of the planning applications relating to Dublin Airport which were given to members in the pre-meeting pack. GM queried the Irish Litter Report and the recent lower score for the areas around the Coachman's and Toberburr. GM asked if more can be done to manage the litter issues in these areas. GM advised he will send the report to CK via the Secretariat.	Members/ Secretariat
10. Members' Update	Action
GS queried the status of the Insulation Grant Scheme for the 400 houses that daa have committed to. MM advised that daa has expedited this process ahead of An Coimisiún Pleanála's Relevant Action decision by identifying the houses that are expected to be eligible and contacting them. As different houses will have different requirements to	

utilise the proposed €30,000 grant, this scope of work will assist the tendering process for contractors which will enable the works to move forward as soon as possible.	
11. Terms of Reference Revision - Chair	Action
Chair advised that as the membership of the DAEWG has evolved over time, further amendments to the Terms of Reference are required to ensure best practice for the future meetings for all members. Chair noted that suggested changes being put to the group are in keeping with the charter of the other Dublin Airport forum, the Community Liaison Group, which the Chair also presides over, and of which some members represent part of the same groups that sit on both and therefore are familiar with these updates. Chair noted that some members and groups have not attended DAEWG meetings in some time and local areas are therefore not being represented at the meetings. Chair advised that they will be contacted by email to advise, and alternative representatives will be sought. Chair put the updates to the group for approval and members agreed to the updated Terms of Reference.	Chair
12. AOB	Action
No AOB to note.	

Meeting concluded at 6.30pm

Next Meeting:
1 October 2025