



**MEETING:** Dublin Airport Environmental Working Group

**LOCATION:** Radisson Blu Hotel, Dublin Airport

**DATE:** 21 February 2024, 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
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
Gwen Morgan	AirNav Ireland	GM
Pat Suttle	Portmarnock Community Association	PS

#### APOLOGIES & ABSENTEES

Ciaran Moore	Noise and Flight Track Monitoring, daa	CM
Myles Caulfield	River Valley Rathingle Residents Association	MC
Gerry Duggan	Malahide Community Forum	GD
Brian McDonagh	Fingal County Council	BMD

<b>Introduction</b>	<b>Action</b>
<p><b>Chair</b> welcomed attendees to the meeting and advised that PS would be joining the meeting to represent Portmarnock Community Association following the sad passing of their representative David Kelly. <b>Members</b> held a moment of silence in memory of Mr. Kelly.</p> <p><b>Chair</b> advised a change to the order of the Agenda, with Item 4 and Item 7 switched.</p>	
<b>1. Apologies</b>	<b>Action</b>
<p><b>JD</b> advised that CM and MC have sent apologies for the meeting.</p>	
<b>2. Minutes of Previous Meeting</b>	<b>Action</b>
<p><b>Chair</b> requested approval of meeting Minutes of 06 December 2023; <b>PF</b> reiterated his concerns with respect to the recording of the Minutes from the meeting of 4 October 2023. <b>Chair</b> advised that his disagreement with the account had been noted however, members had voted to approve them. <b>PF</b> queried why parts of his comments had not been recorded and requested the Minutes be read aloud. <b>Chair</b> restated that the Minutes are not a verbatim account - they should be a record of the key discussions and actions arising from those discussions; some discussion items are being suggested that are not typically recorded as part of the Minutes and it is the Chair who approves the Minutes as a correct account of the meeting before the final vote is put to members; Minutes will not be read aloud. <b>PF</b> disputed the October meeting Minutes and the recording of the dispute in the 6 December Minutes. <b>Chair</b> stated that PF's disagreement was noted and will be noted again but reiterated that other members had not raised the same concerns. Chair put a vote to members for the approval of the December meeting Minutes - Minutes were approved.</p>	
<b>3. Matters Arising</b>	<b>Action</b>
<p><b>GS</b> requested that the ANCA email be added to the minutes. <b>Chair</b> advised that a copy of the email had been sent to members in the premeeting email however the Minutes should reflect that ANCA declined to attend the DAEWG meeting for the reason that it would not participate in the work of one group over another, however welcomed a meeting of nominated representatives where an agenda relating to their remit can be agreed.</p> <p><b>PF</b> wished to congratulate AF for arranging a meeting with the daa CEO which is due to take place 27 February 2024.</p>	

<p><b>IC</b> presented slides on the Airport Drainage Plan outlining the major projects as requested by members at the last meeting and advised the deck will be distributed to members following the meeting. <b>PS</b> queried if this was part of the OPW drainage project. <b>IC</b> confirmed that daa is part of a technical working group with FCC, DCC and other stakeholders for Riverbasin Management Plan. OPW will be invited to engage with the group in the context of its larger related activities. <b>AF</b> advised daa will send the links onto the related information. <b>PF</b> advised that the concern for Santry Forum is pollutant in the Santry River. <b>IC</b> advised that in terms of the Water Framework Directive and with the Drainage Masterplan, there are set targets for improvement across defined timescales.</p>	<p>daa</p> <p>daa</p>
<p><b>7. Noise and Flight Track Monitoring</b></p>	<p><b>Action</b></p>
<p><b>XO</b> advised that he is seeking feedback from members on the newly formatted monthly noise report and the draft supplementary information which will accompany the quarterly noise monitoring reports moving forward. Drafts presented include more data, more graphs, and images to provide clearer information on flightpath usage, complaint information and track infringement and violations. <b>JH</b> queried if flights on the graph are turning at less than 3000ft and how go-arounds are actioned on the South Runway and if flights can go-around to the left. <b>GM</b> explained the procedure for missed approach flights on the South Runway including information on EASA requirements, wind direction, safety considerations and how all procedures must be created for the least performing aircraft, and management of the South Dublin Airspace. <b>GM</b> advised that while in some circumstances, ATC can divert flights to the left, safety and design procedures are approved in advance for all aircraft with pilots flying within the chart unless otherwise instructed. <b>XO</b> presented noise monitoring results. Members discussed the noise monitoring terminals (NMT) locations and queried if monitors can record noise events if not directly under aircraft. <b>XO</b> advised that noise contours use multi points to virtually plot the noise levels and the noise monitors are calibrated to record the noise against an aircraft movement not total noise such as traffic. <b>XO</b> advised that a new temporary noise monitor has been placed in Boroimhe in Swords, with another mobile NMT being installed in Rivervalley in the coming weeks. <b>PF</b> queried the shape of the noise contour to the South. <b>XO</b> advised that the contour shape is determined by the noise concentrated by the aircraft movements on that flightpath.</p>	
<p><b>5&amp;6. Air and Water Quality Monitoring</b></p>	<p><b>Action</b></p>
<p><b>AK</b> presented air and water quality updates, showing the results of monitoring over recent months. <b>AK</b> advised she did not have additional details for the elevated Ammonia level reported in December for Santry Stream and will revert with more information on this</p>	

<p>sample for the next meeting.</p> <p><b>PF</b> queried if the water monitoring includes PFAS testing. <b>AK</b> reiterated that PFAS monitoring is not part of the routine water monitoring results and monitoring programme is being carried out by third party specialists, and as advised in previous meetings this monitoring is ongoing and results will be provided when the assessment is completed. <b>GS</b> 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. <b>AK</b> advised daa are investigating temporary continuous air quality monitoring and will revert. <b>PF</b> expressed concern that air quality monitoring results don't appear to be reducing. <b>AK</b> advised that she will review air quality results from previous years and revert at the next meeting.</p>	<p>daa</p> <p>daa</p> <p>daa</p>
<p><b>4. daa update</b></p>	<p><b>Action</b></p>
<p><b>AF</b> presented daa update slides including passenger numbers, upcoming maintenance works, and information on the Community Fund including the fact that a review will take place of the criteria associated with the Fund this year. <b>AF</b> advised on the proposed essential maintenance dates for rest of year and informed members that daa expect to upload images and videos of essential maintenance works on the website to show the public what the works entail. <b>PS</b> queried the dates of future DAEWG meetings. <b>JD</b> advised that the proposed dates were sent to members at end of last year and as no requests for changes were received, invites will now be sent to all members.</p>	<p>daa</p>
<p><b>8. Fingal County Council Planning Applications</b></p>	<p><b>Action</b></p>
<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 including the night-time flights enforcement with further requested information being received last week.</p>	
<p><b>9. Members' Update</b></p>	<p><b>Action</b></p>
<p><b>GS</b> queried the status of the feasibility study for an earth berm as ground noise is a major concern for South Swords residents; he requested that the study be reviewed by members and an acoustic expert from University College Galway. <b>AF</b> queried who would fund this review and <b>GS</b> advised that it would be done free of charge. <b>AF</b> advised that the daa study will be conducted by acoustic experts and Chair requested <b>AF</b> take <b>GS</b> suggestion under consideration. <b>XO</b> advised that the location of the temporary NMT in Boraimhe and the upcoming placement of the NMT in Rivervalley will capture ground noise of aircraft and registered aircraft noise will be related to start of roll activity as outlined in the noise presentation.</p>	

<p><b>GS</b> queried the high percentage usage of North Runway for departures in January in comparison to the publicly quoted 70/30 split. <b>GM</b> explained that the average usage of runways is based on historical data and on any day the direction of the runways is decided on by a number of elements including tailwinds, knots of airspeed, weather conditions, visibility etc. to manage the safe operation of aircraft in and out of Dublin Airport. <b>GM</b> advised that while the average usage of the runways towards the West was 70%, at all times of the year usage of the runways is dependent and looking at one month such as January may appear higher than average but in other months when the wind direction is Easterly, the usage will reduce below average and to date, the historical average over a year has equated to 70% westerly direction. <b>GM</b> explained that wind direction can change throughout the day and the decision to change direction is not made lightly - Air Traffic Control (ATC) reviews up-to-date Met Eireann information which is provided every two minutes and pilots relay experience and information before a decision is made for directional changes.</p> <p><b>JH</b> queried the use of NR during low visibility conditions. <b>GM</b> advised that when low visibility procedures (LVP) are implemented the current runway for operation is South Runway due to its category rating. <b>GM</b> advised that approval has been sought for North Runway to be brought to the same category as South Runway and it is normal procedure for a new runway to be operational before a request to change the category is put forward.</p> <p><b>PF</b> queried further information on the movement of soil with PFAS and the reported PFAS levels. <b>AK</b> advised that as previously presented, all soil movements are tested for a range of things, and if any level of PFAS is found the soil must be appropriately dealt with and following engagement with the EPA, daa arranged to have the bulk of this soil removed and treated in overseas facilities due to lack of capacity in Ireland to deal with the volume of soil involved.</p>	
<p><b>10. AOB</b></p>	<p><b>Action</b></p>
<p><b>PF</b> reiterated his disappointment with the meeting Minutes for October and his requests to change text on the December 6, 2023, Minutes. <b>Chair</b> stated his comments have been noted.</p> <p><b>Chair</b> thanked members for attending and advised that DAEWG members are invited to meet daa CEO Kenny Jacobs on February 27.</p>	

Meeting concluded at 7.03pm

Next Meeting:  
26 June 2024