



**MEETING:** Dublin Airport Environmental Working Group

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

**DATE:** 26 June 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
Myles Caulfield	River Valley Rathingle Residents Association	MC
Gerry Sweeney	Forrest Great Community Group	GS
George Mongey	Swords Tidy Towns	GM
Xavier Oh	Noise and Flight Track Monitoring, daa	XO
Aine Kirrane	Environmental Sustainability Officer, daa	AK

#### APOLOGIES & ABSENTEES

Malachy Bradley	Senior Planner, Fingal County Council	MB
Ian Clarke	Noise and Flight Track Monitoring, daa	IC
Gwen Morgan	AirNav Ireland	GM
Pat Suttle	Portmarnock Community Association	PS
Gerry Duggan	Malahide Community Forum	GD
Brian McDonagh	Fingal County Council	BMD

<b>Introduction</b>	<b>Action</b>
<b>Chair</b> welcomed attendees to the meeting. <b>JD</b> advised a change to the order of the Agenda, with Item 4 and Item 7 switched.	
<b>1. Apologies</b>	<b>Action</b>
<b>JD</b> advised that IC and MB have sent apologies for the meeting.	
<b>2. Minutes of Previous Meeting</b>	<b>Action</b>
<b>Chair</b> requested approval of meeting Minutes of 21 February 2024; <b>PF</b> queried the process for approval of the Minutes, the status of the items he requested to be added to the agenda, and he also requested the Minutes be read. <b>Chair</b> restated it is the Secretariat who compiles the Minutes, and the Chair approves the Minutes as a correct account of the meeting before the final vote is put to members; that items for discussion by members are not individual agenda items and should be raised in the members update; and Minutes being read aloud is not usual and will take time from the current meeting. <b>PF</b> read through the Minutes, making a number of queries but no amendments. <b>AF</b> and <b>AK</b> commented that the actions would be addressed throughout the meeting. <b>Chair</b> advised that these items should be addressed as matters arising in the future. <b>Chair</b> put a vote to members for the approval of the February meeting Minutes - <del>Minutes were approved.</del>	
<b>3. Matters Arising</b>	<b>Action</b>
<b>PF</b> queried if outstanding items from IC will be updated regarding the drainage plan. <b>AF</b> confirmed that the related information was sent to members. <b>PF</b> queried the previous information relating to the contour for 16/34. <b>XO</b> advised that the contour reflects the usages of the runway annually and the use of the runway in April was during the storm conditions. <b>XO</b> advised he will revert with further details.	daa
<b>7. Noise and Flight Track Monitoring</b>	<b>Action</b>
<b>XO</b> presented the draft quarterly noise monitoring report which includes much more additional information than previous reports. <b>GS</b> queried the noise data results for Swords, if they included the results from the Boroimhe monitor, if results formed part of noise contour modelling as there appeared to be a contraction of the noise contours. <b>XO</b> advised the Swords monitoring data related to the Swords Town Hall location and that an issue had been identified correlating noise events with the aircraft events in the data for the Boroimhe noise monitor that is being reviewed currently to provide a solution. <b>XO</b> further explained the difference between ground noise, such as taxiing aircraft, and	

<p>aircraft operational noise which includes start of roll noise that is included in the noise contours. <b>XO</b> suggested the contour has reduced as the recorded data has shown a decrease on the previously forecasted data and he advised the contour related information can be sent via secretariat, and he can revert. <b>JH</b> queried the track adherence to the noise corridors and why the North Runway (NR) corridor is wider than the South Runway (SR). <b>XO</b> explained that aircraft fly a certain Standard Instrument Departures (SID) and if AirNav instructs an aircraft to deviate outside of this it's for reasons such as safety or adverse weather conditions; the NR is wider to allow for the turning of aircraft and noted that some flights that appear to have turned in advance of the corridor will be deemed track complaint as they have reached the approved height to allow them to turn. <b>XO</b> welcomed feedback on the draft report and the final report will be shared with members when published.</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 that daa had investigated the elevated Ammonia level reported in December for Santry Stream and the results are not due to daa activity and likely related to offsite agricultural activity. <b>AK</b> advised that an issue has been noted with offsite pollution entering the Cuckoo Stream which has been reported to FCC, Uisce Eireann and an update will be provided at the next meeting. <b>PF</b> queried if the daa meet with external stakeholders regarding surface water monitoring. <b>AK</b> confirmed daa hosted the Technical Working Group (TWG) in 2023 along with other external stakeholders, such as FCC, Irish Water and EPA, and the 2024 meeting has not yet taken place. <b>PF</b> queried the works near the road at Dardistown. <b>AF</b> will revert with further information on the infrastructure works taking place.</p> <p><b>AK</b> presented on the air quality results including images and explanation about the monitoring equipment used by Dublin Airport. <b>Members</b> discussed the location of the air monitoring and <b>AK</b> advised that a map will be included for the next meeting. <b>GS</b> queried if the height of the monitors impacts the results. <b>AK</b> advised that a lot of things can influence the results such as traffic and weather conditions and she will revert with how height can impact ambient air quality results. <b>GS</b> requested an update on the additional air quality monitoring to take place with concerns for odours from local residents. <b>AK</b> advised that while PM air monitoring will not provide odour information, daa are continuing to investigate temporary continuous air quality monitoring equipment. <b>AK</b> has followed with Dublin Port and UCC regarding their air quality programme and suitability for Dublin Airport and the appropriate suppliers and expects to revert with proposed locations for the next meeting. <b>GS</b> queried what happens if air quality limits are exceeded</p>	<p>daa</p> <p>daa</p> <p>daa</p> <p>daa</p>

<p>that would be recognised as a crisis. <b>AK</b> explained that the limit values presented are annual averages and a daily level occurring above the limit value does not mean the limit value is exceeded. There is a daily average limit for PM10 which must not be exceeded more than 35 times in a calendar year. All air quality results presented are within the regulated limits. The EPA is the authority responsible for compliance with the Air Quality Standards Regulations in Ireland. <b>PF</b> queried if studies are being conducted to reduce pollutions at the airport such as bus connections to other transport options. <b>AF</b> reiterated that environment and sustainability continues to be one of the top priorities for daa with many projects taking place all over the campus including the light fleet change to EV vehicles, the heavy fuel vehicles moving to Hydrotreated Vegetable Oil (HVO) instead of diesel, the LED lighting changes, and the new Solar Farm. <b>AF</b> noted that transport to and from Dublin Airport is reliant on the progress of wider nationwide projects such as Bus Connect, Metrolink, and other projects, of which daa is fully supportive.</p>	
<p><b>4. daa update</b></p>	<p><b>Action</b></p>
<p><b>AF</b> provided a response to <b>PF</b>'s queries which were received in advance of the meeting; the number of flights on runway 16/34 on April 6<sup>th</sup> and 7<sup>th</sup> was 437 movements during Storm Kathleen; and the DAEWG daa representatives consists of four members including the daa Community Engagement Manager, the Environmental and Sustainability representative, and members of the daa Noise team who present on their relevant topics as part of the agenda. <b>AF</b> outlined the rest of the DAEWG membership is made up of an FCC representative who presents as part of the Agenda, an AirNav Ireland representative, and seven members representing local community groups and a local FCC councilor.</p>	
<p><b>8. Fingal County Council Planning Applications</b></p>	<p><b>Action</b></p>
<p><b>Chair</b> advised members that the FCC report was circulated in advance of the meeting and any questions can be submitted through the Secretariat for follow up with FCC.</p>	
<p><b>9. Members' Update</b></p>	<p><b>Action</b></p>
<p><b>JH</b> requested further information on the attenuation tanks at Dublin Airport. <b>AF</b> advised she will revert.</p> <p><b>JH</b> asked about letters received by local residents relating to the proposed insulation grant scheme. <b>AF</b> advised that letters were issued with the objective of establishing a scope of works for the insulation team on this proposed scheme given the project would be significant if approved. <b>AF</b> stated that the letter clearly outlined the proposed nature of the scheme and if rejected, then the entire Scheme would have to be reviewed.</p>	<p>daa</p>

<p><b>GS</b> queried the status of the Rivervalley temporary noise monitor and the Earth Berm feasibility study. <b>XO</b> advised that while the NMT location had been agreed, further information was required at the site to proceed and this placement is on hold until this information is received, or another location can be suggested. <b>Members</b> discussed options for other locations and daa confirmed it will follow up with individuals to proceed to a new location if the current site cannot be progressed in the coming weeks. <b>XO</b> advised the earth berm feasibility study is progressing and the report will be provided for the next meeting in October. <b>PF</b> queried if future meetings with the daa CEO can be arranged as he felt his questions were not answered during the joint meeting in February. <b>AF</b> disputed this view and advised that answers had been provided both at the meeting and in subsequent correspondence to PF. <b>AF</b> reiterated that all members had time in advance of the meeting to submit questions and also agenda topics; questions were received and responded to on the evening; on the night, members were given opportunity to ask further questions; and that the timing at the meeting was tighter than expected. <b>AF</b> confirmed that daa did respond to the matters raised and the Chair had also advised that further questions could be sent on. <b>PF</b> expressed his frustration with the responses received and challenged the daa team and in particular, the handling of the PFAS issue deeming it to be disingenuous. <b>AF</b> reiterated that daa disagrees with this assertion; that the accusation of disregard for the DAEWG, the daa staff and the public is unfair to the teams who work diligently to provide relevant information to the public. <b>Chair</b> noted the difference of opinions on a challenging subject and commented that as no actions have been noted, this matter has been concluded for this meeting.</p>	<p>daa</p>
<p><b>10. AOB</b></p>	<p><b>Action</b></p>
<p><b>Members</b> advised no AOB.</p> <p><b>Chair</b> thanked members for attending and advised the next meeting will take place in October.</p>	

Meeting concluded at 7.05pm

Next Meeting:  
9 October 2024