

Airport Update June 26, 2024

1. Apologies

Agenda

- 2. Minutes of Meeting of 21 February 2024
- 3. Matters Arising
- 4. Dublin Airport Update
 - Noise
 - Water Quality
 - Air Quality
- 5. Fingal County Council Planning Applications
- 6. Members Update
- 7. AOB



Noise Update

June 26, 2024

- Monthly Report Updates (Extracts) 1.
 - Expanded explanatory notes
 - Bulk Complaints
- 2. <u>Draft</u> Quarter One Noise and Flight Track Monitoring Report **Extracts**
 - Noise Monitoring, Noise Modelling (Contours)
 - Average (Lden/Lnight) and Single Event Metrics (Lmax/SEL)
 SIDs, NPR's and Track Adherence



Monthly Reports: Explanation of Terms



Term	Definition
Aircraft Movement	An aircraft movement is either the arrival or departure of an aircraft at Dublin Airport. For an arrival, the aircraft is detected by radar at least 50km from the airport and the route it takes is recorded in the noise management system until it touches down on one of Dublin Airport's runways. For a departure, the radar detects the flight as it leaves the ground and records the route until it is at least 50km away.
ANOMS	The Advanced Noise Management System is Dublin Airport's database and management system for recording aircraft operations, flight tracks, noise monitoring terminals and complaints.
Cat AB aircraft	Category A and B aircraft are light and propellor driven aircraft. This includes General Aviation aircraft (Cat A) and turbo-propellor aircraft such as the ATR72 (Cat B).
Cat CD aircraft	Category C and D are heavier, jet aircraft.
Runway Naming	 Runways are named based on the direction (or heading) an aircraft faces during an operation on that runway. For parallel runways, the L or R indicates whether it is on the left or the right. Dublin Airport has three runways: South Runway - Operations are either on RW28L (facing west) or on RW10R (facing east) North Runway - Operations are either on RW28R (facing west) or on RW10L (facing east) Cross Runway - operations are either on RW16 (facing south) or on RW34 (facing north)
Wind Rose	Circular graph of wind strength and direction issued by Met Eireann. As aircraft need to take-off and land when facing into the wind (except in low wind conditions less than 5 knots), the wind rose will give an indication of runway use.
YTD	Year To Date
Zones A to F	The "zones" are runway end zones defined for this report. For example, Zone A is west of the South Runway and is overflown by arrivals on RW10R and departures on RW28L.

Operations – Movements and Runway Use



	Aircraft Movements (Cat ABCD) Apr 2024											
Zone		Arrivals		Departure	Total							
Α	South	from West (RW10R)	947	to West (RW28L)	1065	2012						
В	Runway	from East (RW28L)	7925	to East (RW10R)	2213	10138						
С	North	from West (RW10L)	1278	to West (RW28R)	6855	8133						
D	Runway	from East (RW28R)	0	to East (RW10L)	1	1						
E	Cross	from North (RW16)	227	to North (RW34)	3	230						
F	Runway	from South (RW34)	6	to South (RW16)	209	215						
			10383		10346	20729						



Monthly Aircraft Movements YTD + 2023





April 2024 Wind Rose: shows percentage of time in each wind direction. Table below shows YTD – Westerly and Easterly operations

2024	Jan	Feb	Mar	Apr
W	86%	87%	56%	78%
Е	24%	23%	44%	22%



- In March 2024, a letter template was circulated in the public domain relating to Dublin Airport's noise complaints system.
- From end March and over the course of April 2024, 57 of these templated letters from individual members of the public were received:
 - A. <u>44 requested</u> that every departure off North Runway heading west be registered as a complaint; and,
 - B. <u>13 requested</u> that every departure to the East or landing from the East on North Runway be registered as a complaint.
- Dublin Airport's Complaint Management System is not designed to accept bulk complaints in this manner. If a complainant does not register their complaints through the formal system, they cannot be entered manually.
- Our monthly complaint and complainant reporting will continue to be based on those submissions registered through the formal web and phone channels.
- However, in acknowledgement of the letters received, we have calculated the total complaints that such requests would result in:
 - A. For the 23,600 departures heading west from North Runway in first four months of 2024:
 - 23,600 x 44 requests = <u>1,038,400 additional complaints</u> across the 4 months.
 - B. For the 151 Easterly Arrivals and 4 Easterly Departures on the North Runway in first four months of 2024 (0.2% of operations the airport):
 155 movements x 13 requests = <u>2,015 additional complaints</u> across the 4 months.

I am writing to you to inform you that the Noise Complaint system at Dublin Airport is not fit for purpose.

Since the opening of the North Runway in August 2022, aircraft have been flying in the vicinity of my home which they were never planned to do and the environmental impacts of this unplanned flight path were never assessed or presented in the planning application which received permission in 2007.

Therefore every flight off the North Runway is a noise problem for me and my family. For us to use the complaints system we would have to spend all of our time between 7am and 11pm submitting these complaints. This is not practical.

I would therefore request that you log every flight off the North Runway as a complaint from me and I expect these complaints to be counted and acknowledged in the complaint system.

I have to live my life under the stress of the aircraft noise and this is bad enough without having to spend all day using your system to log a complaint. It is just not possible.

Thank you for your understanding on this matter and trust you will include my noise complaints.

Template Letter Received



Dublin Airport Quarterly Noise and Flight Track Monitoring Report January – March (Q1) 2024

DRAFT

Part 1: Noise Monitoring – Overview



Page	Page Heading	Page Content
	PART 1 – Noise Monitoring	
4 and 5	Noise Monitoring - Explanation of Terms	
6	Locations of Noise Monitoring Terminals (NMTs)	 Maps indicating locations of active Dublin Airport NMTs Installation dates of NMTs
7	Modelled Lden Noise Contour Levels at NMT Locations	 Map of 2023 Lden Annual Aircraft Noise Contours (Modelled) 2023 Modelled Lden noise levels at each NMT as indicated in the Noise Contour map.
8	NMT Operational data and Number of Correlated Noise Events	For each and the quarter RAFT, at each NMT - The number of correlated aircraft noise events at the NMT each month and in the quarter.
9	NMT – Q1 Monthly and Quarterly Lden, Lnight and Lequohr	For each month and over the whole quarterMeasured Aircraft Noise Lden, Lnight and Leq16hr at each NMT.
10	NMT – Q1 2024 Aircraft Noise Event and Measured Lden/ Lnight	Chart showing Q1 correlated aircraft noise events and the measured Lden and Lnight at each NMT
11	NMT – 2023 and YTD Quarterly Measured Lden, Lnight and Leq16hr	 For 2023 Modelled Aircraft Noise Lden and Lnight at each NMT location and for 2023 and each quarter in the year to date (YTD). Measured Aircraft Noise Lden, Lnight and Leq16hr at each NMT.
12	NMT – Total Noise vs Aircraft Noise Q4 2023 and Q1 2024	 For Q4 2023 and each quarter this year: Measured Total and the Aircraft Lden levels at each NMT.
13	NMT – Q1 2024 Lmax and SEL (NA) Number Above (Daily Average)	 Measured Single Event data at each NMT Daily Average of the Number of Aircraft Events over each Lmax value 60 to 85 [N60 to N85]. Daily Average of the Number of Aircraft Events over each SEL value 70 to 95 [N(SEL)70 to N(SEL)95]
14	NMT – Q1 2024 Lmax and SEL Percentages (3 months)	 Measured Single Event data at each NMT The distribution (%) of events over the quarter in each 5-decibel Lmax band (e.g. Lmax 60 - 65 dBA) and each SEL band (e.g. SEL 75 - 80 dBA).
15	Note regarding NMT 205 Boroimhe	

Part 1: Noise Monitoring – Explanation of Terms (cont.)



Term	Definition
Aircraft Noise	The noise generated by aircraft operating to or from Dublin Airport. For our noise monitors, this excludes noise from local activity such as road traffic, wind, birds, dogs and community activity (these other noise sources are included in the measured Total Noise.)
(Correlated) Aircraft Noise Event	This is a noise event that is matched to an aircraft flight near the location of the NMT and the time of the noise event. Only correlated aircraft noise events are used to calculate the measured aircraft noise (e.g. Lden, Lnight, Leq16) at the NMT location.
Downtime (minutes)	The number of minutes during the period that each monitor was not operational LET
Lden	Lden is the day-evening-night level. It is a descriptor of noise level because of the evening noise (19:00-23:00h or 7-11pm) and a penalty of 10 dBA internoise (23:00-7:00h or 11pm-7am). The 5-decibel penalty means that an evening flight is treated as the equivalent of 3 daytime flights. The 10-decibel provide a work in the treated as the equivalent of 3 daytime flights. The 10-decibel provide a work is treated as the equivalent of 3 daytime flights. The 10-decibel provide a work is treated as the equivalent of 3 daytime flights. The 10-decibel provide a work is treated as the equivalent of 3 daytime flights.
Leq	Leq is the Equivalent Continuous Sound Level and is the average sound level, over the given period, that has the same total energy as the actual time-varying noise.
Leq16(hr)	Leq16h is the Leq over the 16-hour day-time period (7am-11pm). The Summer Leq16hr covers the 92 days from mid-June to mid-September and, at Dublin Airport, is used for assessing the Residential Noise Insulation Scheme.
Leq8(hr)	Leq8h is the Leq over the 8-hour night-time period (11pm-7am). The Summer Leq16hr covers the 92 days from mid-June to mid-September. Leq8h and Lnight cover the same period, so monthly and quarterly values are identical. If the summer period is busier, the Summer Leq8h would be higher than the Annual Lnight.
Lmax	Lmax is the maximum instantaneous noise level recorded at an NMT during a noise event. Lmax is displayed at each NMT on the Dublin Airport WebTrak site. Note that the WebTrak display includes non-aircraft noise.
Lnight	Lnight is the night-time (11pm-7am) Leq average noise indicator. Like Lden, in this document, Lnight is reported monthly, quarterly and annually.
	Annual reporting of Lden and Lnight is standard in the EU and these metrics are used to estimate certain health and well-being indicators.
Measured noise levels	This is the assessment of the noise level at an NMT derived from data from the NMT. Each measured noise level is only at the NMT point location.
Modelled noise levels	This is calculated using computer software which takes into account all Dublin Airport flight operational activity. It calculates the noise levels at thousands of points across the study area and is used to produce Noise Contours. The Modelled noise level can also be calculated at each NMT point location.
(Notes: Comparing Measured and Modelled Noise Levels)	Measured noise levels at each NMT location should be the same, or close to, the Modelled noise levels. Measured data may miss some less noisy aircraft noise events, especially if the NMT is far from the airport (the aircraft is higher) or if the aircraft track is far from the NMT. Modelled data includes all aircraft activity in the entire study area. This means that Measured data should be equal to, or slightly lower than, the Modelled data. Good agreement between the Measured and Modelled data gives confidence that the Modelled Noise Contours provide good information on actual noise levels, including at locations that do not have an NMT.
Page 4	

Part 1: Noise Monitoring – Explanation of Terms



Term	Definition								
NMT	NMT means Noise Monitoring Terminal. They are generally located in community areas. An NMT includes a high-quality, calibrated microphone and provides continuous noise level data at the location of the NMT.								
Noise Contours	Contours are lines that join points of the same modelled noise level covering a study area. All noise contours are modelled. Each year Dublin Airport publishes Annual Lden and Lnight contours and Summer Leq16h and Leq8h contours.								
Noise Event	A noise event is detected at an NMT location when the noise level rises above and then falls below a pre-set threshold level and the sources including aircraft, vehicles on a road, dogs barking, wind, sirens etc.								
Number Above	Number Above is a single event metric unlike Lden or Lnight which are time-averaged noise metrics. N60 is the number of (aircraft noise) events with Lmax ≥ 60 dBA. N(SEL)70 is the number of (aircraft noise) events with SEL ≥ 70 dBA. Note that N60 value includes the events in N65, N70 and higher.								
SEL	SEL or Sound Exposure Level represents the total noise energy contained in a noise event, as if the same noise energy were compressed into a single second. For a short event (like a single dog bark) the SEL is approximately the same value as the Lmax. For an aircraft noise event, usually 10 to 30 seconds, the SEL value is typically about 10 decibels higher than the Lmax. The SEL values of the Correlated Aircraft Noise Events are added up and used to calculate average noise level metrics over longer periods, including annual or monthly Lden & Lnight, or monthly or summer Leq16 & Leq8.								
Single Event noise metrics	Including Lmax and SEL, these measure the noise of individual events. Along with the (daily or hourly) number of events at each noise level, these metrics may better reflect the experience of individuals near flight paths.								
Time- Averaged noise levels	Including Annual Lden and Lnight and Summer Leq16/8h, averaged noise levels allow the comparison of different locations around an airport, (and also other airports) where aircraft types, power settings, overflight frequency, operational time of day, and tracks heights vary. The EU uses Lden and Lnight to assess the total impact on communities for road, rail and air transport noise.								
Total Noise	Total Noise is a measure of noise from all noise sources (including aircraft and non-aircraft activity) during the period. This means that Aircraft Noise cannot exceed Total Noise.								
Uptime (%)	The percentage of time that each monitor (NMT) was operational during the period.								
YTD	Year to date								

Part 1: Modelled Lden Noise Contour Levels at NMT Locations



75+ dB(A) L_{den}

#	NMT Name	Lden 2023
1	Bay Lane	65
2	St. Doolaghs	65
3	Bishopswood	60
4	Feltrim	54
5	Balcultry	49
6	St.Davids	44
7	Swords	45
8	Malahide	46
10	St.Margarets NS	63
20	Coast Rd (OP)	63
26	Kilcoskan NS	58
27	Summerhill	38
28	Newpark	60
29	Ashbourne	49
30	Roundwood	36
31	Dunboyne	54
32	Donabate	45
33	Ardgillan	33
204	Milhead	67
205	Boroimhe	54
206	Ratoath	47



NMT – Q1 Monthly and Quarterly 2024 Lden, Lnight and Leq16hr

9



NMT	Location	ion # Correlated Aircraft Noise Events Jan Feb Mar C ne 1458 1373 2509 53 alaghs 8084 7971 8919 24 swood 4610 4105 5128 133 swood 4610 4105 5128 133 ry 31 24 27 8 ds 41 44 83 14 ds 17 34 45 9 de 102 40 117 25 garets NS 3702 5554 4721 135 an NS 5284 5436 4079 14 rk 5364 5194 4811 155 wood 2 0 0 39 yne 388 428 1398 226			ents	Lden (dBA)				Lnight (=Leq 8h) (dBA)				Leq16h (dBA)			
		Jan	Feb	Mar	Q1	Jan	Feb	Mar	Q1	Jan		Mar	Q1	Jan	Feb	Mar	Q1
1	Bay Lane	1458	1373	2509	5340	62.7	62.7	65.4	63.8	-1	J	59.3	57.9	51.2	52.4	57.8	54.9
2	St. Doolaghs	8084	7971	8919	24974	63.6	64.0	64.0	DR	AFT	56.1	56.0	55.9	60.3	60.8	61.1	60.7
3	Bishopswood	4610	4105	5128	13843	58.1	57.2		.ر	48.2	46.4	44.4	46.6	57.1	56.7	58.6	57.5
4	Feltrim	1005	818	2170	3993	53.1	46.1	53.0	51.8	45.9	35.6	46.1	44.5	48.3	45.6	48.7	47.8
5	Balcultry	31	24	27	82	41.1	38.5	37.0	39.2	27.3	29.0	23.7	27.1	38.4	36.1	36.3	37.1
6	St.Davids	41	44	83	168	37.5	35.1	39.8	37.9	23.1	0.0	29.5	25.7	38.6	36.2	39.5	38.3
7	Swords	17	34	45	96	34.2	35.7	39.4	37.1	9.6	23.3	0.0	18.5	35.7	36.3	38.0	36.8
8	Malahide	102	40	117	259	40.8	28.9	41.4	39.6	34.7	17.1	34.0	32.8	33.6	28.4	36.1	33.8
10	St.Margarets NS	3702	5554	4721	13977	62.3	64.3	62.7	63.2	55.2	57.4	55.6	56.2	58.0	60.0	58.9	59.0
20	Coast Rd (OP)	7615	7681	8028	23324	62.1	62.3	61.7	62.0	53.7	54.0	53.3	53.7	59.2	59.5	59.3	59.3
26	Kilcoskan NS	5284	5436	4079	14799	59.5	60.0	59.1	59.5	32.7	32.0	34.2	33.1	60.4	60.8	59.8	60.3
27	Summerhill	18	19	65	102	30.4	32.5	35.1	33.1	21.6	14.7	25.7	22.7	29.6	33.4	34.4	32.9
28	Newpark	5364	5194	4811	15369	61.0	60.6	59.9	60.5	34.6	32.6	34.9	34.2	61.6	61.3	60.7	61.2
29	Ashbourne	195	234	266	695	37.8	38.6	39.2	38.6	25.8	14.1	21.1	22.6	37.9	39.3	39.9	39.1
30	Roundwood	2	0	0	2	19.4	6.4	6.4	15.1	0.0	0.0	0.0	0.0	21.0	0.0	0.0	16.4
31	Dunboyne	388	428	1398	2214	47.7	46.6	52.5	49.8	42.0	40.6	46.6	43.9	37.3	39.6	43.8	41.1
32	Donabate	13	9	21	43	31.1	27.5	36.6	33.4	0.0	12.7	14.1	11.8	32.3	28.8	34.6	32.6
33	Ardgillan	7	11	10	28	23.8	30.6	33.2	30.6	13.5	21.7	13.5	17.9	23.9	29.9	30.7	29.0
204	Milhead	6801	6443	6669	19913	66.2	66.2	65.8	66.1	47.9	48.0	47.9	47.9	66.8	66.7	66.3	66.6
205	Boroimhe	-		(210)			(See note	es on this n	nonitor on	Page 15)							
206	Ratoath	-		966				44.9				26.8				45.9	

NMT – Q1 2024 Aircraft Noise Event and Measured Lden/ Lnight





NMT – Q1 2024 Lmax and SEL Number Above (NA) data (Daily Average) **OublinAirport**

NMT	Location	Average N [e.g. N60 =	Average Number of Aircraft Noise Events per DAY Above Lmax (dBA) [e.g. N60 = Number of events above Lmax 60dBA]					# Aircraft N Events / DAY	Average Number of Aircraft Noise Events per DAY Above SEL [e.g. N(SFC)0 = Number of events above SEL 70dBA]						# Aircraft N Events
		N60	N65	N70	N75	N80	N85	(Av day Q1)	т	رغEL)75	N(SEL)80	N(SEL)85	N(SEL)90	N(SEL)95	(Total in Q1)
1	Bay Lane	58.4	58.4	57.3	46.4	18.6	0.4	DRAF	4.کر	58.2	56.5	45.4	6.3	0.1	5340
2	St. Doolaghs	274.2	274.2	255.8	140.1	3.8	0.2	. 4.4	274.2	273.1	250.2	90.1	2.8	0.0	24974
3	Bishopswood	152.1	152.1	118.3	38.9	1.7	0.1	152.1	152.1	149.8	112.1	31.2	1.6	0.1	13843
4	Feltrim	43.9	38.5	9.9	2.7	0.3	0.0	43.9	43.7	33.5	8.7	2.2	0.3	0.0	3993
5	Balcultry	0.9	0.7	0.4	0.2	0.1	0.0	0.9	0.9	0.7	0.4	0.2	0.1	0.0	82
6	St.Davids	1.5	1.5	0.9	0.2	0.1	0.0	1.8	1.5	1.5	0.6	0.2	0.1		168
7	Swords	1.0	0.9	0.6	0.3	0.1		1.1	1.0	0.8	0.7	0.3	0.1		96
8	Malahide	2.5	1.5	0.4	0.1	0.0		2.8	2.4	1.3	0.4	0.1	0.0		259
10	St.Margarets NS	153.8	148.9	141.7	86.5	8.3	0.1	153.6	152.8	148.8	137.8	84.9	5.4	0.0	13977
20	Coast Rd (OP)	256.2	256.2	232.3	27.6	0.9	0.1	256.3	256.2	256.2	236.3	33.5	1.2	0.0	23324
26	Kilcoskan NS	162.6	158.4	145.7	71.3	6.7	0.1	162.6	162.3	158.9	149.6	84.6	8.8	0.0	14799
27	Summerhill	0.7	0.6	0.1	0.0			1.1	0.7	0.4	0.1	0.0			102
28	Newpark	168.8	168.0	143.3	100.9	12.0	0.7	168.9	168.8	159.1	140.7	106.4	9.4	0.3	15369
29	Ashbourne	7.7	7.2	1.5	0.1			7.6	7.7	4.6	1.3	0.1			695
30	Roundwood	0.0	0.0	0.0				0.0	0.0	0.0	0.0				2
31	Dunboyne	24.0	21.3	3.3	0.1	0.0	0.0	24.3	23.9	17.8	3.0	0.1			2214
32	Donabate	0.4	0.4	0.2	0.1	0.0		0.5	0.4	0.3	0.2	0.1	0.0		43
33	Ardgillan	0.2	0.2	0.1	0.0	0.0		0.3	0.2	0.1	0.1	0.0	0.0		28
204	Milhead	218.1	217.0	213.0	175.2	123.0	45.7	218.8	217.8	216.8	203.5	145.8	104.6	10.5	19913
205	Boroimhe (March)			(See notes	on this mon	itor on Page	15)								
206	Ratoath (March)	31.2	24.1	4.7	1.1	0.3	0.0	32 (March)	30.6	24.3	5.0	0.9			966 (March)

Part 2: Flight Track Monitoring – Explanation of Terms



Term	Definition							
Arrival Tracks	Arriving aircraft must fly in a straight line for at least the final 11km of their approach. Aircraft come into the airport at a precise downward angle of 3 degrees, which means that they are at a height of 1,800ft when they join final approach at the 11km point.							
Departure Tracks	Departing jet aircraft are required to following procedures defined by the SID and within the Environmental Corridor, also called the Noise Preferential Route (NPR).							
Environmental Corridor	This is the same as the NPR (see below).							
Noise Preferential Route (NPR)	Each departure of a jet aircraft SID (see below) at Dublin Airport has an "Environmental Corridor" also called a Noise Preferential Route (NPR). An NPR starts at the runway and is 180 m wide and then, following the SID, fans out until the aircraft reaches a minimum altitude of 3,000 ft (SR) or 4,000 ft (NR). This only applies to jet aircraft – Cat C or D. (See Page 20)							
Standard Instrument Departure (SID)	Depending on the departure runway and final destination, departing aircraft follow routes called Standard Estrument Departures (SID). SIDs allow aircraft to safely depart an airspace following a pre-defined route. (See Pages 18 and 19)							
Track Adherence	To comply with a NPR, a departing jet aircraft needs to stay within the corridor the pilot may fly a more direct heading for the final destination. An aircraft weather, traffic or other considerations.							
Track Deviation	A jet aircraft deviates from the NPR if it leaves the corridor below 3,000 ft (for South Runway departures) or 4,000 ft (for North Runway departures).							
Vectoring	In some cases, Air Traffic Control may instruct a pilot to deviate from an NPR before reaching the minimum required height. This may be due to weather, traffic congestion, or other reasons. This is called Vectoring. In such cases, the track deviation is not considered to be an infringement (or violation) of the rule.							

Standard Instrument Departures (SID) North Runway



- Jet aircraft departures are required to follow these Standard Instrument **Construment** (SID).
- The SID were developed by AirNav Ireland based on safety and or arequirements.



SID for North Runway Departures to the west (Westerly operations in westerly winds) Runway 28R

Page 18 Diagrams are from the AirNav Ireland Aeronautical Information Package



SID for North Runway Departures to the east (Easterly operations in easterly winds) Runway 10L Note: This is only used during periods when the

South Runway is closed.

Noise Preferential Routes (NPR) for Jet Aircraft Departures



- Noise Preferential Routes (NPR) are passageways or corridors defined to either side of each SID path.
- NPR is also called an Environmental Corridor.
- These only apply to the Departures of Jet (Category C and D) aircraft.
- From the South Runway, aircraft should not deviate from the NPR until reaching an altitude of 3,000ft.
- From the North Runway, aircraft should not deviate from the NPR until reaching an altitude of 4,000ft.
- Deviation from the NPR is only permitted if directed by AirNav Air Traffic Control.



Flight Tracks – Q1 Busy day – Westerly operations



15 March 2024 – 736 Movements

Arrival tracks are shown in Red and are mainly on South Runway 28L.

Departure tracks are shown in Green and, on this day, were mainly from North Runway 28R (except for the night-time flights), all heading west.

The SIDs and NPRs from both North and South Runways are shown in black and apply only to departing Jet aircraft (not Turboprop).

NMT locations are indicated by black circles.



Track NPR Deviation Examples – North Runway (RW28R)



205: Boroimhe



Above, a number flights exited the North Runway NPR and then re-entered the NPR. This is a known issue and Dublin Airport is working with the airlines and the aircraft manufacturer on a resolution.

Page 23

Departure Track Adherence (2023 – Q1 2024)



- Track Adherence refers to jet aircraft departures that remain within the NPR up to the minimum height.
- North Runway easterly and Cross Runway are used too seldom to report.
- Further work on improving track adherence includes an airline and AirNav tool for tracking and managing, and detailed investigations into individual deviation events.



Departure Runway			2023			2024						
	Q1	Q2	Q3	Q4	2023	Q1	Q2	Q3	Q4	2024		
10R (South Runway)	99.7%	99.7%	99.6%	98.9%	99.5%	99.6%						
28L (South Runway)	99.6%	99.1%	99.7%	99.7%	99.5%	99.9%						
28R (North Runway)	66.7%	91.0%	92.3%	90.9%	87.3%	92.3%						



Surface Water and Air Quality Update

June 26, 2024

Surface Water Monitoring: Feb – May 2024

Sample lo	Sample locations - entering daa lands												
	C1- C	uckoo S	tream	C4- C	C4- Cuckoo Stream			antry St	ream*	M1- M	M1- Mayne Stream*		
Month	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	
February	2.9	29	0.12	5.6	96	0.09	-	-	-	-	-	-	
March	1.4	24	0.17	5.1	58	0.32	-	-	-	-	-	-	
April	1.2	10	0.35	6.2	83	0.45	0.7	22	0.05	1.2	22	0.16	
May	1.5	18	0.11	4.1	67	0.58	-	-	-	-	-	-	
may	-	-	-	,7913	13,100	0.42	-	-	-	-	-	-	

Sample locations - on daa lands

	K2 - Kealys Stream			NRML 7 - Forrest Little			W1 - Wad Stream*			NRML 1	- Ward	Stream*
Month	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L
January							1.2	15	0.12			
February	1.6	9	0.37	3.3	14	0.03	-	-	-	-	-	-
March	1.5	10	0.1	3.5	18	0.08	-	-	-	-	-	-
April	3.4	15	0.13	1.5	11	0.08	1.3	85	0.02	1.1	41	0.04
May	5.1	59	0.58	3	46	0.25	-	-	-	-	-	-

Sample I	cations C9 - Cu	leaving	daa lands ream**	M5- Mayne Stream***			S3 - Santry Stream		
Month	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L	BOD mg/L	COD mg/L	Ammon ia as N mg/L
	3.5	17	0.01	<10	19	0.04	1.7	23	0.03
February				1.2	21	<0.01			
	1.8	16	0.05	1	16	0.1			
				11	37	0.04			
	15	137	<0.01	2.2	15	0.01		13	0.07
Manak				1	14	0.05			
March	<10	31	0.01	15	38	<0.01	0.1		
	1.5	10	0.11	1.2	7	<0.01			
	1	13	0.05	1.7	21	0.02	0.8	8	0.2
				0.7	<5	0.05			
April				0.9	17	0.03			
	1.2	22	0.02	1.1	18	0.02			
				10	64	0.03			
	0.9	27	0.01	4.1	27	0.02	0.7	21	0.04
May				1	16	0.06			
may	2	30	0.28	5.2	35	0.03			
				1.6	<5	0.05			

*quarterly sample **twice monthly sample ***weekly sample

🐼 DublinAirport

Air Quality Monitoring Equipment





Document Classification: Class 1 - General

NO₂ February – May 2024

 NO_2 average for February – May 2024: 19 µg/m³





- --· WHO Target 2026 (20μg/m³)
- WHO Target 2040 (10µg/m³)



C = Calibration N = No Data

Document Classification: Class 1 - General

50

PM₁₀ February – May 2024



Document Classification: Class 1 - General

PM_{2.5} February – May 2024

WHO Interim Targets



C = Calibration N = No Data

WHO Interim Targets

- • EU Current Limit (40μg/m³)
- • WHO Target 2026 (20μg/m³)
- – · WHO Target 2040 (10μg/m³)



Location	Year	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)	PM _{2.5} (µg/m ³)	
	Q1 2024	18	10	6	
Dublin Airport Station	2023	21	12	6	
	2022	19	12	NA	
0	2021	19	11	NA	
	2020	22	16	NA	
	2019	28	18	NA	
	2018	28	20	NA	
	2017	20	21	NA	
	2016	23	23	NA	
	2015	22	20	NA	
	2014	22	21	NA	
	2013	19	23	NA	
8	2012	19	20	NA	
Annual Limit Value	Regulations	40	40	20	



daa Update

June 26, 2024

Dublin Airport General Update

- In May, Dublin Airport welcomed over 3.1m passengers, across c. 23k movements.
- Essential Maintenance works are currently taking place this week from Monday, June 24 Thursday, June 28, from 11pm to 5am inclusive. The next scheduled works will commence late August.
- More than 10% of Dublin Airport's current annual electricity needs will soon be provided by a new 9MWp solar farm under construction on the airport campus. Over 11,000 solar panels have been installed to date by Enerpower, one of Ireland's leading providers of renewable energy solutions, with a total of 15,000 overall to be installed by the end of September. The 28-acre site is located close to the south runway and visible from the R102.
- In June, daa submitted planning application for the proposed 'Aircraft Observation Facility' which will be located on the site of the current informal airport viewing point on Old Airport Road, locally known as "The Mound". Facilities include a dedicated car park with 22 parking spaces (including two spaces for people with reduced mobility and two dedicated family spaces), bike parking, and an elevated covered platform with seating. The facility will be fully-lit, with power provided by solar panels located on the site.
- The Community Fund has issued the results of Round 14 to the successful applicants with over €250,000 awarded to over 50 projects across the eligible areas in the community. The Grant Making Panel saw a variety of projects in this round including sensory gardens; instruments, lightings and stages for local community groups and kits and equipment for local sports teams and recreation groups. In addition, the fund supported local bigger capital projects such as several All-Weather facilities throughout the area.



26 June 2024 **OrbinAirport**







No	Issue	daa response
1.	IC advised the presented Airport Drainage Plan will be circulated after the meeting.	Included in the daa update circulated to members on March 23 and published on the website
2.	AF advised related links will be sent to members	Links to Riverbasin Management Plan websites circulated to members on March 23
3.	AK advised she will revert with more information on the elevated Ammonia level reported in December for Santry Stream	Included in update at the meeting on June 26
4.	AK advised daa are investigating temporary continuous air quality monitoring and will revert.	Update included at the meeting on June 26
5.	AK advised that she would review air quality results from previous years and revert at the next meeting.	Included in update at the meeting on June 26
6.	JD 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.	Invites for remaining meetings for 2024 sent to members on 7 March