



# Agenda Dublin Airport Environmental Working Group

#### 18 June 2025

#### 17.00 at Carlton Hotel, Dublin Airport

- 1. Apologies
- 2. Minutes of Previous Meeting
- 3. Matters Arising
- 4. Noise and Flight Track Monitoring
- 5. Dublin Airport Update
- 6. Air Quality Reports
- 7. Water Quality Reports
- 8. Air Nav Ireland Presentation
- 9. Fingal County Council Planning Applications
- 10. Members Update
- 11. Terms of Reference Revision Chair
- 12. AOB



# Follow up actions



No	Issue	daa response
1.	GS queried the information in the Earth Berms previous presentation	Information will be provided as part of the update
2.	GS queried the water testing and water courses	Information will be provided as part of the surface water reporting update
3.	GM queried the water monitoring schedule	Information will be provided as part of the surface water reporting update
4.	GD suggested the monthly totals in the noise reporting be broken down to reflect Departures and Arrivals as part of the total movements.	Updated in reporting going forward





	Item	
1	Earth Berm Queries	
2	Monthly Noise and Flight Track Monitoring Report	Summary (April – DRAFT)
3	Quarterly Noise and Flight Track Monitoring Report	Summary (Q1)
4	New Portable NMT	

#### **Queries on Earth Berm**



**GS** requested further information on the previous Earth Berm presentation, advising that he had received queries from residents including confirmation of the ICO rating used, the height and type of land used for the study, and which aircraft were used in the modelling. **IC** reiterated the parameters of the conducted study and committed to revert on other queries for the next meeting.

ICO rating:

The North Runway earth berm assessment was based on:

Height: 3m and 6m

Type of land: see map on reports

Aircraft type modelled: B737



Dublin Airport – North Runway Earth Berm Assessment

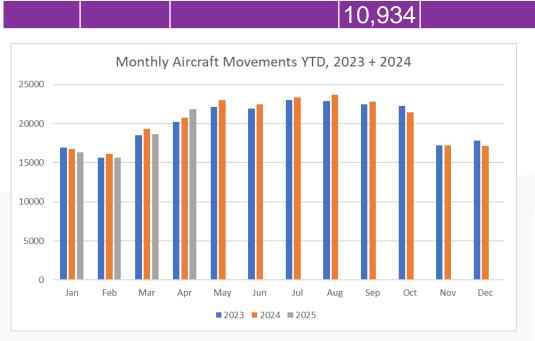
Anderson Acoustics Ltd

August 2024

# 2. Monthly Noise and Flight Track Monitoring Report April 2025 (DRAFT)

**April 2025 Operations – Movements and Runway Use** 

	Aircraft Movements (Cat ABC&D) Apr2025												
Zone		Arrivals		Departure	Total								
A	South	from West (RW10R)	872	to West (RW28L)	557	1,429							
В	Runway	from East (RW28L)	3,430	to East (RW10R)	7,391	10,791							
С	North	North from West (RW10L) 6,618		to West (RW28R)	2,958	9,576							
D	Runway	from East (RW28R)	14	to East (RW10L)	17	31							
E	Cross	from North (RW16)	0	to North (RW34)	0	1							
F	Runway	from South (RW34)	0	to South (RW16)	1	0							
			10,934		10,924	21,82							





< 5 kt</p>
5-10 kt
10-20 kt
20-35 kt



## **April 2025 Wind Rose:**

shows percentage of time in each wind direction.

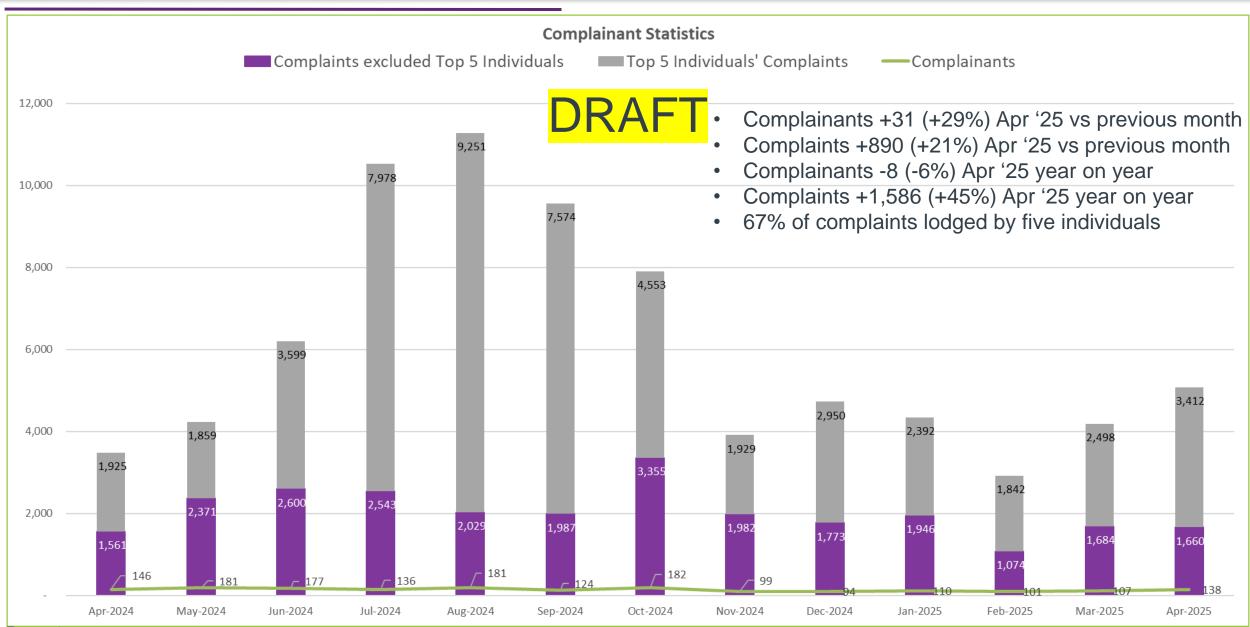
Table below shows 2024 and YTD – Westerly and Easterly operations

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
2025	W	82%	45%	55%	32%									
	Е	18%	55%	45%	68%									
2024	W	86%	87%	56%	78%	65%	89%	81%	90%	61%	63%	70%	88%	76%
	Е	14%	13%	44%	22%	35%	11%	19%	10%	39%	37%	30%	12%	24%

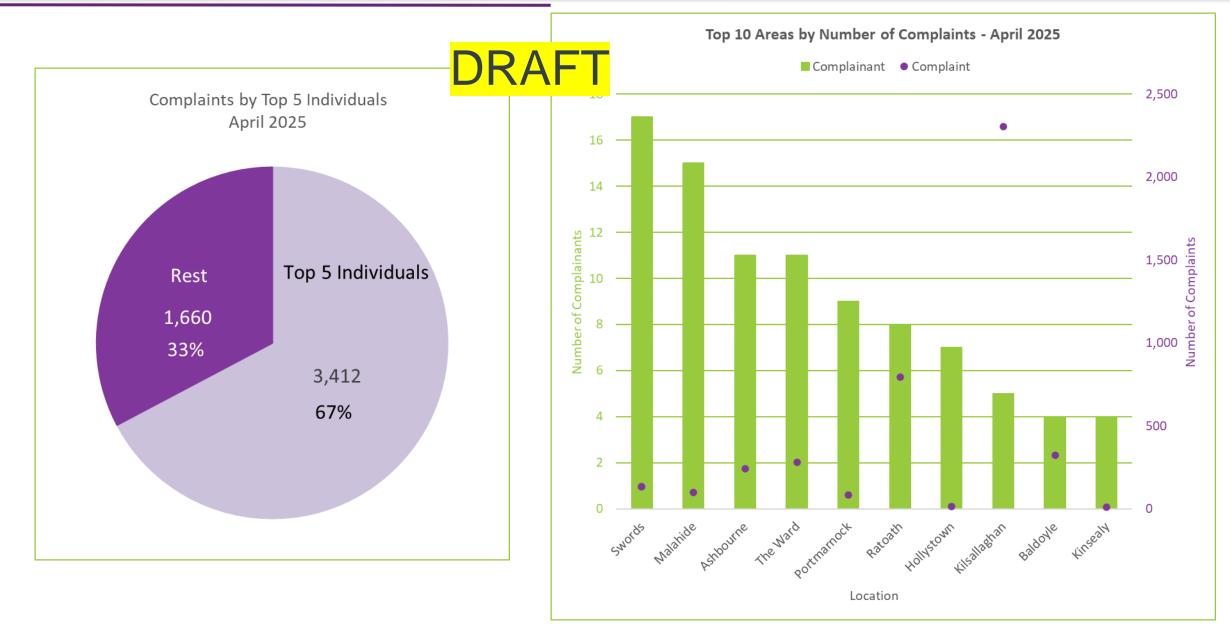
Calm 0.1 % Tot Hours=720

# **Noise Complaints - Complainant Statistics**





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# **April 2025 - Noise Complaints – by Hour of Operations**

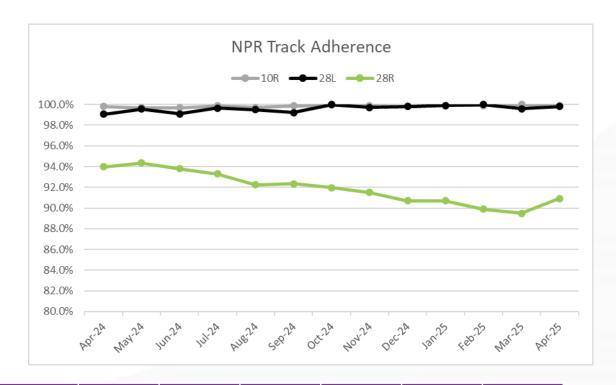


1	Night		Day	
Hour of operation	Number of complaints	Hour of operation	Number of complaints	
00:00	70	07:00	604	
01:00	11	08:00	563	
02:00	17	09:00	345	
03:00	11	10:00	127	
04:00	25	11:00	149	
05:00	52	12:00	208 207 188	
06:00	168	13:00		
23:00	103	14:00		
Total	457	15:00	220	
	DRA	16:00	199	
	DIA	17:00	184	
		18:00	357	
		19:00	332	
		20:00	317	
		21:00	360	
		22:00	255	
<b>ge</b> en <b>l C</b> lassification: Class	s 1 - General	Total	4615	

## Departure Track Adherence (Monthly 2024 and 2025 YTD)



- Track Adherence refers to jet aircraft departures that remain within the NPR up to the minimum height.
- Both runways are displaying a high level of track adherence (over 90% for North Runway westerly and South Runway – westerly and easterly - is close to 100%).
- Further work is underway on improving track adherence which will include the implementation of a tool which can be used by AirNav Ireland and airlines to track and manage deviations and conduct detailed investigations into individual deviations.
- Note: North Runway easterly and Cross Runway operations are too seldom used to report.



Departure Runway	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
10R (South Runway)	99.9%	99.9%	100%	99.9%								
28L (South Runway)	99.9%	100%	99.6%	99.8%	DR	RAF	Т					
28R (North Runway)	90.7%	89.9%	89.5%	90.9%								
Total Airport (2025)	93.3%	96.1%	95.0%	97.4%								
Total Airport (2024)	93.9%	94.0%	96.5%	95.9%	96.8%	95.1%	95.4%	93.6%	95.8%	95.5%	94.7%	92.8%

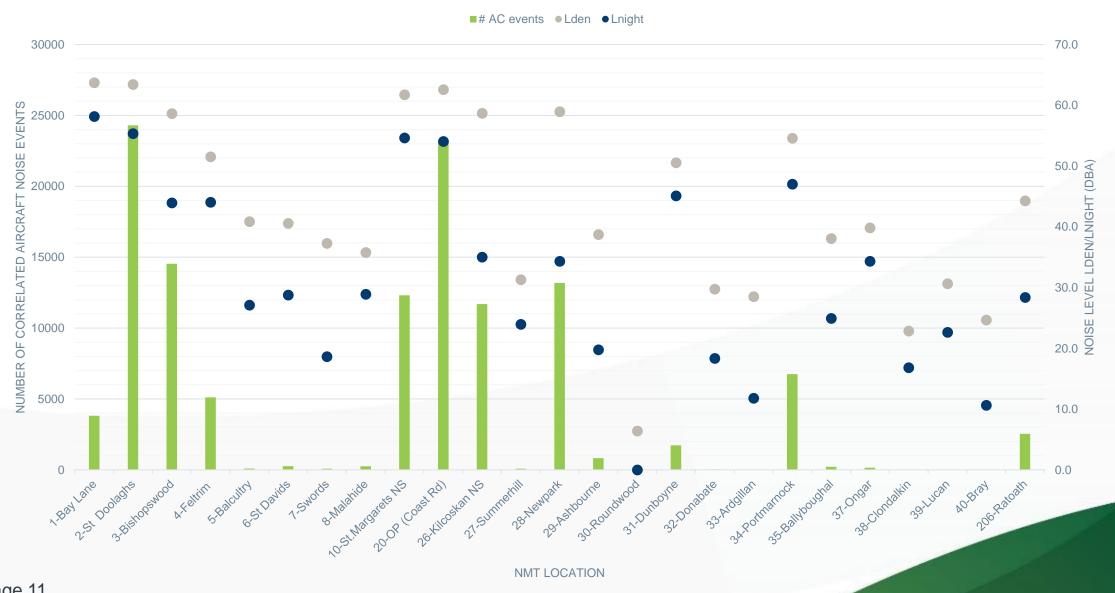
# 3. Quarterly Noise and Flight Track Monitoring Report Q1 2025

Permanent Noise Monitoring Terminal (NMT) Locations Q1 2025 DublinAirport Since NMT Name Bay Lane 2015 Skerries 7: Swords St. Doolaghs 2015 Sweds III R130 Kilmessan Bishopswood 2015 35: Ballyboughal R108 Malahide 29: Ashbourne RC 2015 Feltrim 206: Ratoathbo 32: Donabate 8: Malahide Demesne 28: Newpark DorQuete Ward Cros 2015 Balcultry 27: Summerhill 26: Kilcoskan Nat(Sch) 7: Swords 3: Bishopswood St.Davids 2015 4: Feltrim 31: Dunboyne EMR Swords 07/2022 10: St Margaret's Nat Sch М1 07/2022 8 Malahide 1: Bay Lane 34: Portmarnock 37: Ongar N Parallel Rd Dublin Airport 6: St Davids Danchardstown 07/2022 10 St.Margarets No. S Parallel Ro 20: OP (Oscar Papa) Maynooth 2: St Doolaghs 39: Lucan 20 Coast Rd (OP) 2015 Dublin 38: Clondalkin Celbridge Northern Cross Route M50 26 Kilcoskan NS 12/2022 Clowalkin 27 Summerhill 09/2023 Dún Laoghaire Clane Ballyboden 28 Newpark 09/2023 = Permanent NMTs located near Dublin Airport 09/2023 29 Ashbourne M11 Sallins Glencullen 30 Roundwood 09/2023 Naas 09/2023 31 Dunboyne R115 bridge 09/2023 32 Donabate Greyst 01/2024 33 Ardgillan 34 Portmarnock 06/2024 R759 35 Ballyboughal O 06/2024 30: Roundwood GAA National Park 08/2024 37 Ongar 38 Clondalkin 08/2024 = Permanent NMTs located further out from Dublin 39 Lucan 08/2024 **Airport** 40 Bray 08/2024 Page 7 03/2024 206 Ratoath

## NMT – Q1 2025 Aircraft Noise Event and Measured Lden/ Lnight

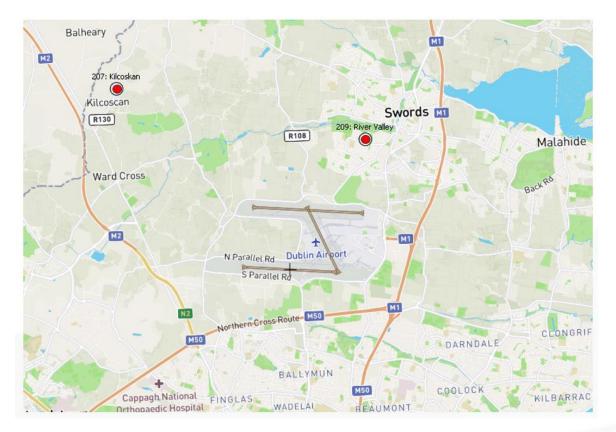


Q1 2025 Aircraft Noise Events and Noise Levels (Lden/Lnight)



# Part 2: Portable Noise Monitoring Terminal (NMT) Locations Q1 2025 DublinAirport





- Mobile Noise Monitoring Terminals (NMT) are installed at locations around Dublin Airport based on requests from the two community forums - St. Margaret's Community Liaison Group and Dublin Airport Environmental Working Group.
- Data from the NMT at Milhead and Boroimhe are reported in the Q2 2024 Noise and Flight Track Monitoring Report.

#	Mobile NMT	From	Until	Quarterly Report
204	Milhead	Oct 2023	Jun 2024	Q2 2024
205	Boroimhe	Mar 2024	July 2024	Q2 2024
207	Kilcoscan	Jul 2024		Q1 2025 (this report)
208	Lusk	Aug 2024	Sept 2024	Q3 2024
209	River Meade	Feb 2025		Q1 2025 (this report)

# **Portable Temporary NMT - #209 River Valley**



		River Valley Feb 2025 (22d)	River Valley Mar 2025		1.7 Month Average
	Correlated Aircraft Noise Events (during the Month)	15	39		
	Total Lden (dBA)	55.3	54.3		54.8
NMT	Aircraft Lden (dBA)	34.7	37.4		36.5
Noise Levels	Aircraft Lnight (dBA)	18.3	0.0		14.7
	Aircraft Leq16h (dBA)	36.1	38.1		37.4
Daily	NA Lmax 60	0.6	1.2		
Number of Aircraft	NA Lmax 65	0.6	1.2		
Noise	NA Lmax 70	0.4	0.8		
Events	NA Lmax 75	0.3	0.4		
Above Lmax	NA Lmax 80	0.1	0.2		
values	NA Lmax 85	0.0	0.0		
Daily	NA SEL 65	0.3	1.2		
Number	NA SEL 70	0.3	1.2		
of Aircraft	NA SEL 75	0.2	1.0		
Noise Events	NA SEL 80	0.1	0.8		
Above	NA SEL 85	0.1	0.5		
SEL	NA SEL 90	0.0	0.0		
values	NA SEL 95	0.0	0.0		



# **Dublin Airport Update**

Michelle Molloy Community Engagement Manager

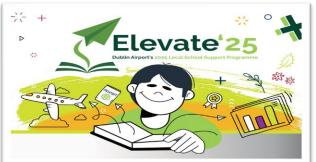


- daa welcomed 3.3 million passengers to Dublin Airport in May.
- Essential maintenance will take place next week across four consecutive nights from Monday, 23 June to Thursday, 26 June from 11pm to 4am. During this period, the South Runway will be closed, and North Runway will be in operation.
- Dublin Airport launched 'Insightfull' a new online tool that provides detailed information about flights to and from the airport, with associated location-specific noise data. This technology was developed by Envirosuite, a global leader in environmental intelligence solutions and is used at more than 25 airports worldwide, including Gatwick and Toronto Preston.
- In May as part of its 85<sup>th</sup> birthday celebrations, Dublin Airport launched '*Elevate '25*', a special one-off school support programme that is available to local primary and secondary schools. This 2million programme is open for applications up to 26<sup>th</sup> September and the successful schools will be notified of their awards in November.
- Dublin Airport Asset Management apprenticeships programme is now open for applications with opportunities for 2-Electricians, 2-Mechanical Automation & Maintenance Fitters (M.A.M.F), and 2 Plumbers. Applications must be submitted by 22 June.









#### **Compensatory Habitat**

- daa has gifted an eight-hectare compensatory habitat at Kilsallaghan to Fingal County Council (FCC).
- The habitat is designed to support a variety of native flora and fauna, providing a sanctuary for wildlife. This is effectively a "rewilded" area and FCC will provide managed and supervised access to the site by arrangement.



 daa has been granted planning permission to proceed with its plans for viewing facilities along the Old Airport Road, known locally as 'The Mound'. The new facility will be free to access, and will include an elevated covered platform with seating, with a dedicated car park, and lighting powered by solar panels.

#### **Temporary Noise Monitoring Terminals**

DAEWG	Location	Duration
Temp. NMT1	River Valley	Feb. 2025 – July 2025
	Rivermeade	July 2025 - Dec. 2025
Temp. NMT2	Ballystrahan	June 2025 – Dec. 2025
Temp. NMT3	Stockhole Lane	June 2025 – Dec. 2025

daa	Location	Duration
Temp. NMT1	Wotton	June 2025 – Dec. 2025







Document Classification: Class 1 - Genera

# **Solar Farm – Panel Cleaning**





Document Classification: Class 1 - General



# **Revised Ambient Air Quality Directive**



 Revised Directive entered into force on 10 December 2024 (not yet transposed into Irish Regulations)

Aligns 2030 EU Air Quality Standards more closely with WHO recommendations

Pollutant	Averaging time	2011 Air Quality Standards	WHO interim target 2	WHO interim target 3 (Irish AQ strategy commitment - 2026)	WHO interim target 4 (Irish AQ strategy commitment - 2030)	Final WHO AQG (Irish AQ strategy commitment – 2040)	Proposed 2030 EU Air Quality Standards
NO <sub>2</sub>	Annual	40	30	20	-	10	20
	24 hours	-	50	-	-	25	50*
	Hour	200*	-	-	-	-	200***
PM <sub>10</sub>	Annual	40	50	30	20	15	20
	24 hours	50**	100	75	50	45	45*
PM <sub>2.5</sub>	Annual	20	25	15	10	5	10
	24 hours	NA	50	37.5	25	15	25*
Benzene	Annual	5	-	-	-	-	3.4

<sup>\*</sup>Not to be exceeded more than 18 times per calendar year

<sup>\*\*</sup> Not to be exceeded more than 35 times per calendar year

<sup>\*\*\*</sup> Not to be exceeded more than once per calendar year

# **Dublin Airport Air Quality Monitoring locations**

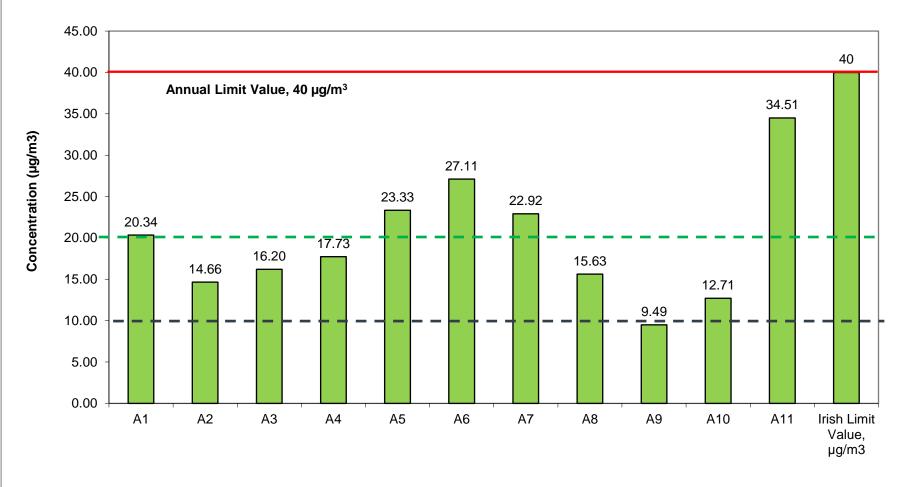






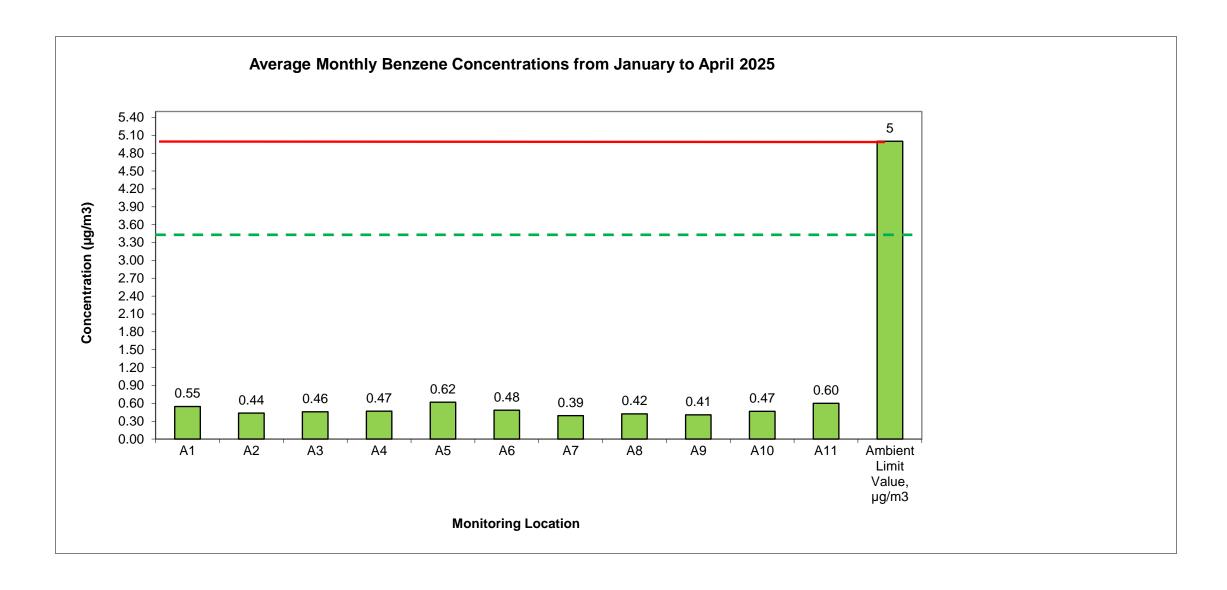






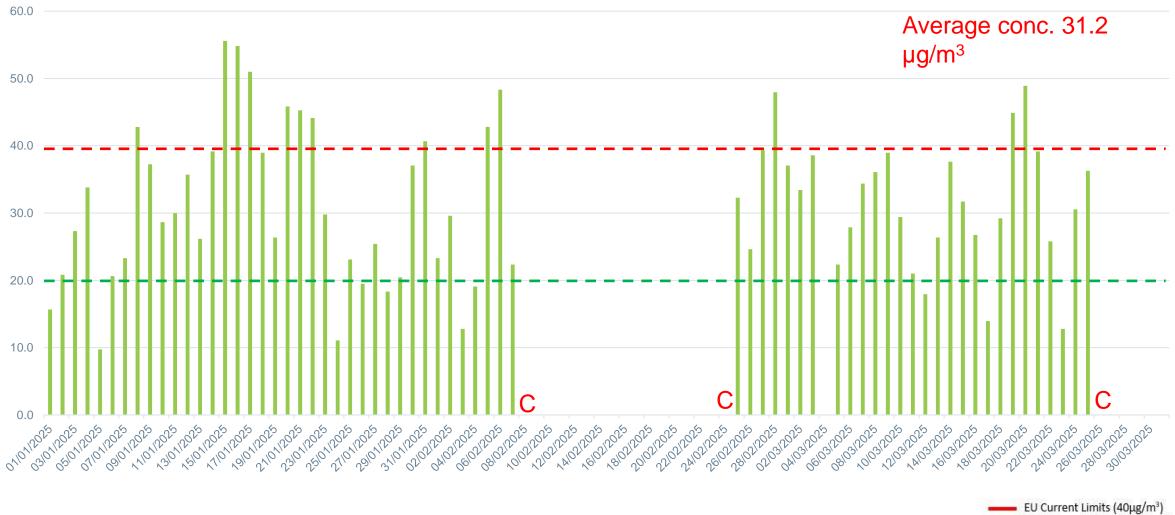
**Monitoring Location** 

EU Current Limits (40μg/m³)
 WHO Targets 2026 (20μg/m³)
 WHO Targets 2040 (10 μg/m³)

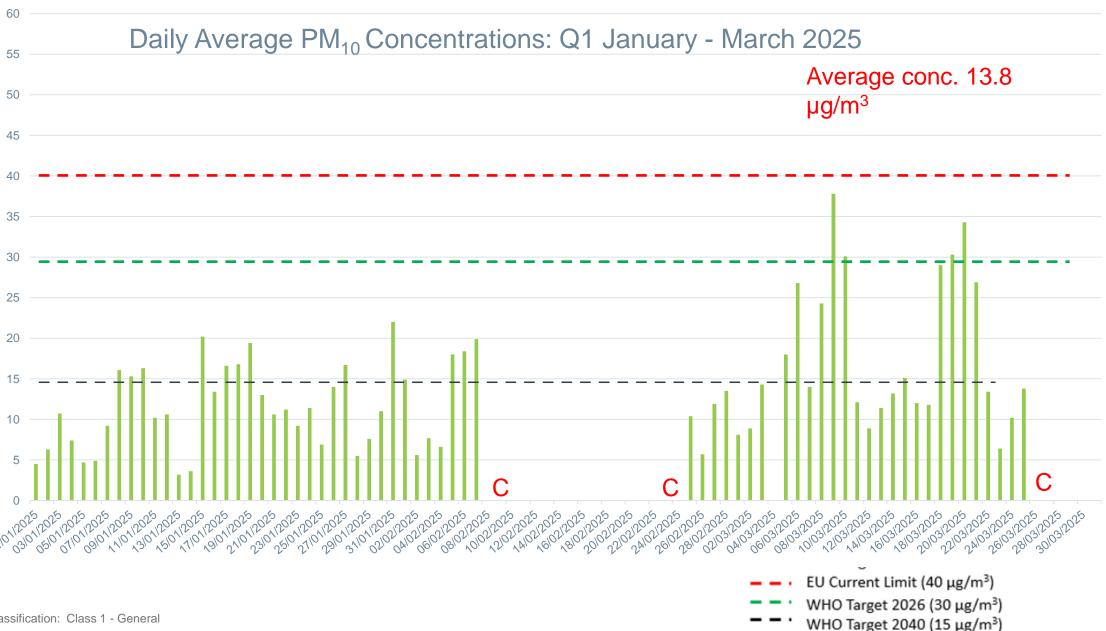




## Daily Average NO<sub>2</sub> Concentration: Q1 January - March 2025

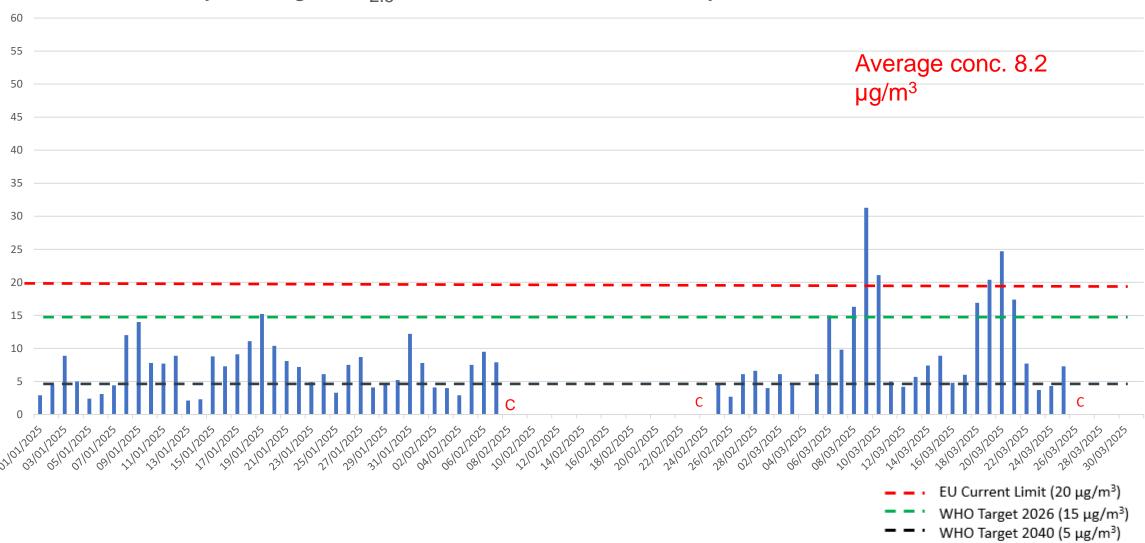


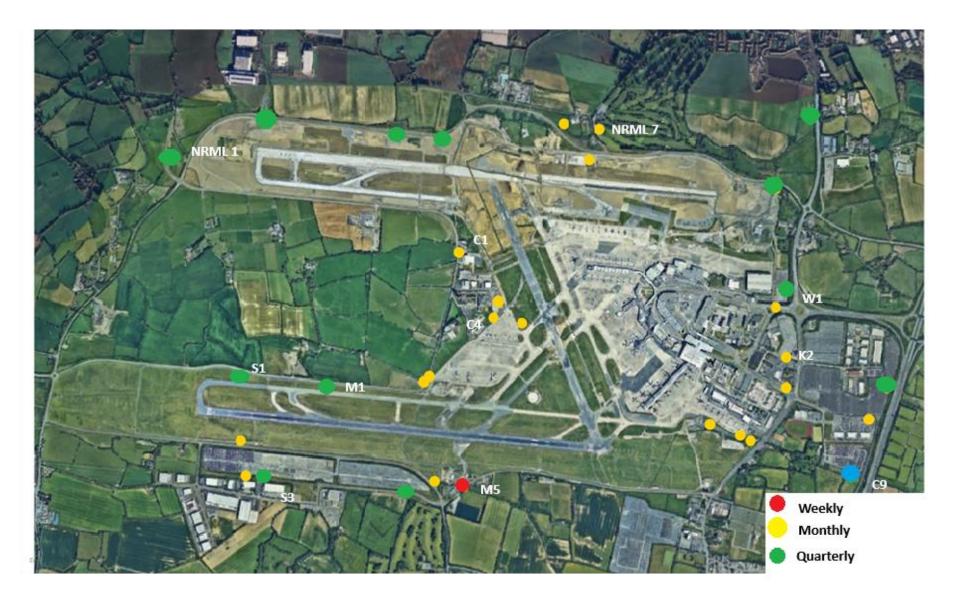






## Daily Average PM<sub>2.5</sub> Concentration: Q1 January - March 2025





#### Surface Water Monitoring - Dublin Airport (February - May 2025)

Sample lo	Sample locations - entering daa lands												
	C1- Cuckoo Stream			C4-	- Cuckoo Stream S1 - Santry Stre			tream*	am* M1- Mayne Stream*				
Month	BOD	COD	Ammonia	BOD	COD	Ammonia	BOD	COD	Ammonia	BOD	COD	Ammonia	
	mg≀L	mgłL	as N mg/L	mgłL	mg/L	as N mg/L	mg∤L	mg/L	as N mg/L	mg/L	mg∤L	as N	
February	0.7	16	0.03	3.5	46	0.21		-		-			
March	0.3	15	0.03	4.2	57	0.1	1	13	0.01	1.1	10	0.02	
April	1.4	12	0.02	4	59	0.05				-			
May	0.8	6	0.03	0.3	17	0.16	<4 56 0.05 Flow too low, no:				o sample		

Sample lo	Sample locations - on daa lands											
K2 - Kealys Stream			NRML 7 - Forrest Little			W1 - Wad Stream*			NRML 1 - Ward Stream*			
Month	BOD	COD	Ammonia	BOD	COD	Ammonia	BOD	COD	Ammonia	BOD	COD	Ammonia
	mg≀L	mgłL	as N mg/L	mg≀L	mgłL	as N mg/L	mg≀L	mg/L	as N mg/L	mgłL	mg/L	as N
February	1.5	8	0.2	0.8	8	0.04		-		1	22	< 0.01
March	1.2	8	0.39	0.9	18	0.24	<4 40 0.01 -					
April	1.6	16	0.5	0.8	19	0.14	-		-			
May	1.7	<5	0.28	0.9	7	0.05	Flow too low, no sample 1.4		1.4	21	0.03	

Sample Io			daa lands Stream**	M5-1	Mayne S	tream***	S3 - Santry Stream			
Month	BOD mg/L	COD mg/L	Ammonia as N mg/L	BOD mg/L	COD mg/L	Ammonia as N mg/L	BOD mg/L	COD mg/L	Ammonia as N mg/L	
	15	32	< 0.01	18	45	0.01	0.5	9	0.02	
				68	140	0.01				
February	No	o sample re	etrived	2.2	18	<0.01				
				<4	19	0.08	0.2	8	0.01	
	1.6	7	0.38	1.4	12	0.04				
				0.6	17	0.01				
March	1.8	9	0.12	1.8	9	< 0.01				
				1.9	18	0.02				
				1.3	13	0.02				
	2.1	11	0.15	2.7	15	0.02	0.9	8	0.01	
April				1	14	0.02				
	1.1	10	0.1	1.4	16	0.02				
				0.4	16	0.02				
May	1.2	9	0.06	1.2	11	0.05	0.8	15	< 0.01	
				1.7	25	0.03				
	1.1	18	0.01	1.1	40	0.01				
				<4	36	0.03				



quarterly sample twice monthly sample

<sup>&</sup>quot;weekly sample

# AirNav Ireland

DAEWG

18<sup>th</sup> June 2025

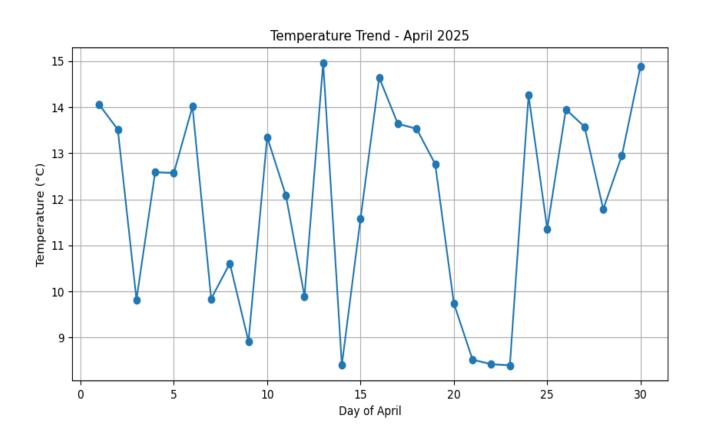


## April 2025 – Met Éireann

- + April 2025 was the third warmest April on record since 1900, with an average national temperature of 10.6°C, significantly above long-term averages.
- + The first half of the month was dominated by high pressure to the north, resulting in a predominantly easterly airflow.
- + This brought dry, sunny, and increasingly warm conditions, especially in the Midlands and West.

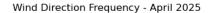


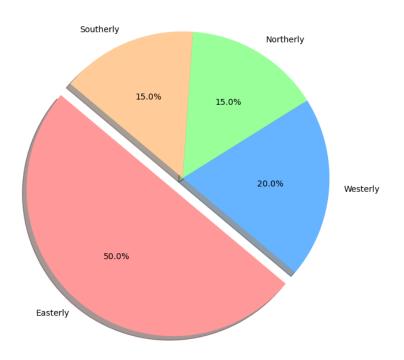
# April 2025 – Met Éireann





## Wind Direction Frequency - April 2025

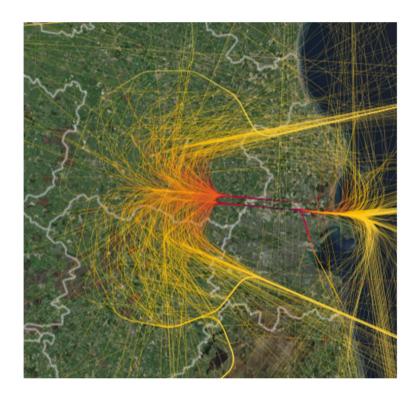




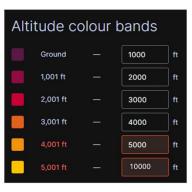


### What does that mean for AirNav?

- Predominantly Easterly Operations
- Departing Runway 10R
- Arriving Runway 10L



Friday 18<sup>th</sup> April 2025 RWY10 L/R operations 372 arrivals 379 departures (176 overflights)





#### **AIP**

Runway 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise.

If the crosswind component on Runway 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R is greater than 20KT Runway 16 or 34 may become the active Runway.

The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.



#### **Dublin MATS 2B**

#### 2.2 Noise Preferential Runway

The Sectorisation Procedures favour the use of Runways 28L or 10R.
Runways will be prioritised for noise abatement purposes between 2300 and 0600 local, (subject to wind and operational parameters) as follows:

Departures: Runways 28L, 28R, 34, 10R, 10L 16.

Arrivals: Runways 10R, 10L, 16, 28L, 28R, 34.



### **Dublin MATS 2B**

#### 2.3 Maximum Crosswind/Tailwind Limitations

The Operational Standards Division (OSD) has furnished the following criteria regarding the ability of aircraft to operate under the conditions outlined:

Runway 10L/28R

Conditions	Maximum Crosswind Value
Dry Runway Good Visibility	28 Knots
Wet Runway Standing water, slush etc	28 Knots
Low Visibility CAT II, III	15 Knots
Tailwind Runway 28R	10 Knots
Tailwind Runway 10L	10 Knots

Runway 10R/28L

Conditions	Maximum Crosswind Value
Dry Runway Good Visibility	28 Knots
Wet Runway Standing water, slush etc	28 Knots
Low Visibility CAT II, III	15 Knots
Tailwind Runway 28L	10 Knots
Tailwind Runway 10R	10 Knots

Runway 16/34

Conditions	Maximum Crosswind Value
Dry Runway Good Visibility	25 Knots
Wet Runway Standing water, slush etc	20Knots
Low Visibility CAT I	20 Knots
Tailwind	5 Knots





Any Questions?

