



Research Report

# North Runway Consultation Report

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*Appendix 1 – North Runway Flight Path Consultation Survey*





The North Runway Public Consultation Survey was administered by Red C Research. RED C is Ireland's premier provider of research-based consultancy services. Founded in 2003, Red C has been providing high quality research based consultancy services to both blue chip and up and coming businesses across Ireland. RED C is a member of AIMRO (Association of Irish Market Research Organisations), ESOMAR (European Society for Opinion and Marketing Research) and the MRS (Market Research Society) and abide by the professional guidelines for conducting high quality research and polling set out by all these organisations.

Moreover, RED C holds a board member position of WIN group, which is the largest association of independent market research agencies and polling firms in the world – covering 89% of the world market and made up of 67 independent market research companies. At the core of RED C business is the gathering and analysis of behaviour, to provide clear insights to their clients.

### **1. Executive Summary**

Summarised in this section of the North Runway Consultation Report are the views and comments shared by 261 respondents who completed the survey related to the Consultation on Flight Paths and Change to Permitted Operations which took place between 24<sup>th</sup> October and 19<sup>th</sup> December 2016. Further detail on the objective and background of this research can be found in a separate report produced by the daa which is available on the North Runway website.

The details of the research methodology and timelines are listed in the following section "Research Methodology". Participants of the survey are from different areas of North Dublin and the Republic of Ireland. The detailed area breakdown of survey participants is provided in the "Summary of Research Findings" section, Tables 2 and 3.

The North Runway Consultation Survey cites the most important criteria in selecting the departure Noise Preferential Route as "*favouring the routing that minimises the number of dwellings impacted by night time noise*" with an average importance score of 8.89 out of 10. The next most important criteria is "*favouring the routing that minimises the number of dwellings exposed to noise*" with an average importance score of 8.64 out of 10.

The detailed analysis of additional comments provided by respondents indicates that most are concerned about noise and in particular night time noise that could potentially be caused by the North Runway project, therefore the focus of additional comments are on "*having no or restricted night flights*" and "*considering the noise and impact on sleep*".



General comments around the operational or environmental initiatives that need to be considered from a Change to Permitted Operations focus on the themes of “restricting night time flights”, “concerns for noise/impact on sleep” and the spontaneous requirement for “additional measures and insulation”.

Between the two alternative Noise Preferential Route scenarios provided to the respondents, there is a preference for Scenario B “Straight out on south runway; split divergence of 15° and 75° on departures for North Runway depending on ultimate destination of aircraft” expressed by 37% of respondents versus 19% selecting Scenario A. Note, 44% of respondents chose neither Scenario A or B.

The North Runway consultation study also aimed to understand how the planned Community Fund should be distributed. In terms of prioritising spend two areas dominated:

Prioritise spend in areas most impacted by noise	46%
Prioritise spend in all areas overflowed	31%

When asked which sectors should be included in the Community Fund, the top three mentions were “Environment and Sustainability”, “Health and Wellbeing” and “Social Inclusion and Community Development”.



## **2. Research Methodology**

Feedback from residents and meeting participants were collected via survey and sent to RED C Research & Marketing Ltd.

The research was designed to gather feedback from the meeting participants and residents in three different ways:

### ***Method 1: Pen and Paper Surveys completed during or after the consultation events***

Those attending the consultation events were asked to complete the surveys during or after the events. Pen and paper surveys and prepaid envelopes were available in the meeting area at RED C stands. Some respondents chose to complete these surveys during the consultation events and placed the completed surveys in boxes provided by RED C available in the meeting area.

***Figure 1: North Runway Consultation Event Area on October 24<sup>th</sup> 2016 – RED C Research Stand***



### ***Method 2: Pen and Paper Surveys completed at home and returned via Reply Paid Envelope***

Meeting participants were given the option to take the surveys away with them and then to complete the surveys at home / at their convenience and return the completed surveys to RED C Research via Reply Paid Envelopes provided at the consultation events. The closing date for receipt of responses was originally December 2<sup>nd</sup> 2016. The deadline was subsequently extended until December 19<sup>th</sup>.

### ***Method 3: Online surveys available for completion via the North Runway website***

An online version of the survey was prepared and the link was published on the North Runway website. This provided a third option to those who may not have been able to attend the consultation events, but wished to complete the survey based on the information provided online. 159 completed surveys were received through the online platform.



Due to the above outlined methods, submissions were sent directly to Red C and daa did not have access to the actual surveys filled by the respondents.

This report includes the cumulative data gathered from the three different methods outlined above. The survey consisted of four sections and the information collected in these four sections are summarised below.

*/ Part 1: Contact Details*

Respondents were invited to provide personal details such as geographic location and contact details. This section also highlighted the availability of consultation documentation on the North Runway website and the Freephone service through which to request hardcopy versions of the documentation if required.

*/ Part 2 : Criteria for Selection of Noise Preferential Routes*

Respondents were asked to select their preferred NPR scenario for North Runway. They were also asked to consider factors that impact their selection, for example, the routing that minimises the number of dwellings exposed to noise or the routing that minimises the number of sensitive buildings exposed to noise e.g. schools, hospitals

*/ Part 3: Potential Mitigation Measures*

daa will consider mitigations it could put in place to address issues which may be identified in the EIS as a result of a Change to Permitted Operations, should this be implemented. One such measure proposed is to consider insulation measures for dwellings within the 60dB day and 55dB night contour. Respondents were asked to provide their views on this measure and also to suggest any other operational or environmental initiatives that they would like to be considered.

*/ Part 4: Community Fund*

Independent of the decision regarding the Change to Permitted Operations, daa will be establishing a Community Fund as part of the delivery of North Runway. Respondents were asked to provide their views on how this fund should be implemented including:

- » The sectors that should be considered as eligible for support from the Community Fund e.g. education and training, sports and recreation, health and wellbeing etc.
- » The most important criteria while deciding which funds should be devoted e.g. those areas most impacted by noise, areas overflowed etc.



The survey was designed to give the option to respondents to keep their names and contact details anonymous. This option aimed to help survey participants share their comments freely. If respondents selected to “not share their details”, these respondents’ contact details were not shared with the North Runway team.

89 survey participants agreed to pass their personal details to the North Runway team while 43 out of 261 survey participants preferred to stay anonymous and 129 respondents provided details, but did not allow RED C Research to pass their contact details back to the North Runway team.

*Table 1: Permission Status of the Survey Participants*

Permission Status of the Survey Participants	Number of respondents
No personal details provided to RED C Marketing Research	43
No permission given to pass contact details to North Runway team	129
Permission was given to pass on personal / contact details to North Runway team	89
<b>Total respondents</b>	<b>261</b>



### 3. Summary of Research Findings

Between late October and mid-December 2016, 261 participants completed the North Runway Consultation Survey. 102 of these surveys were pen and paper surveys and the remaining 159 surveys were completed online. The responses from both pen and paper and online surveys were combined by RED C Research and the cumulative responses of 261 surveys are summarised in this report.

Although the North Runway consultation survey was a tool for all residents to share their views on the North Runway project, it is worth noting that it was the respondent's preference to participate in the survey. This, therefore, makes the sample within this survey a self-selecting sample and not representative of any population.

Analysis of closed questions is reported using frequency of responses. There were a number of questions within the study which were open-ended to allow for a full understanding of the issues arising from respondents. The open-ended questions require coding to group similar responses into themes. While coding the open ended responses, the aim was to identify the subjects, issues and views of the survey participants rather than grouping them according to their tone (such as negative responses or positive responses etc.). The responses were coded according to the main subject/theme mentioned by the survey participants. Five different code frames were developed, differentiated according to the question type.

#### 3.1 Regional Spread of Respondents

The participants of the survey were from different regions of Dublin with some residing outside of Dublin. Since the number of surveys per region was small, the results are only given on total base size. No regional breakout could be shared due to low base sizes. The area breakdown of respondents indicates that most are from Swords (49 out of 261 respondents).

*Table 2: Residential Area Breakdown*

Residential area of respondents	Number of respondents
Swords	49
St Margaret's	29
Santry	20
Malahide	17
Portmarnock	14
Cloghran	13
Other (or not provided by respondents)	119
Total	<b>261</b>



The split of the “Other” areas are listed in the below table, showing that the survey participants have a wide spread across North Dublin and beyond.

*Table 3: Residential Area Breakdown for “Other” Coded Areas*

<b>Breakdown of respondents who live in the areas other than the options mentioned in the questionnaire</b>	<b>Number of respondents</b>
Tyrrelstown	46
Beaumont / Drumcondra	7
Dublin City	6
Clarehall	4
Kildare	3
County Meath	3
Ballyboughal	3
Ashbourne	2
Dunboyne	2
Rush	2
Skerries	2
Navan	2
Baldoyle/Sutton	1
Clontarf	1
Oldtown	1
Dundalk	1
Terenure	1
Kilshane Cross	1
Howth	1
Lucan	1
Clongriffin	1
Finglas	1
Blanchardstown	1
Whitehall	1
Balbriggan	1
Raheny	1
Garristown	1
Refused - Area Not Specified	22
<b>Total</b>	<b>119</b>



### 3.2 Criteria for Selection of Noise Preferential Routes

Under 'Part 2' of the survey, respondents were asked to identify the most important criteria in selecting the departure Noise Preferential Routes for North Runway. The question was designed to allow respondents evaluate the importance of each criteria on a 10 point scale with the below wording:

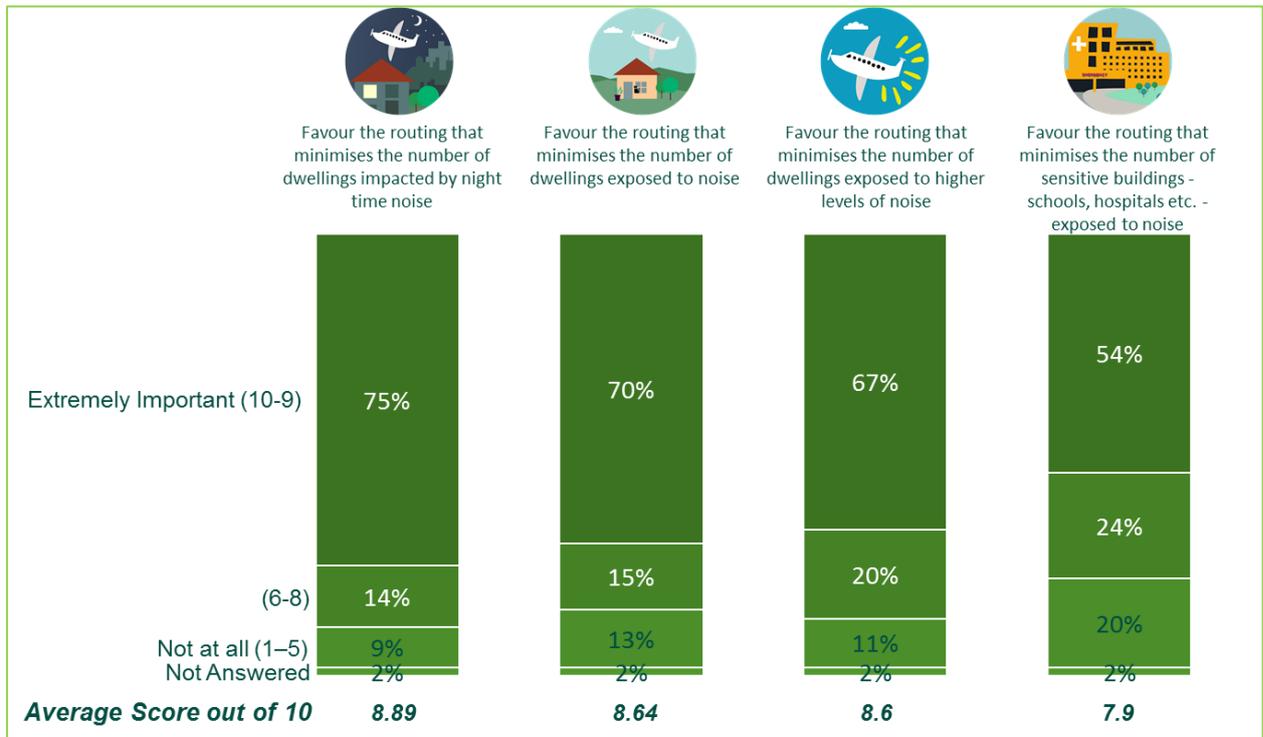
*"In selecting the departure Noise Preferential Routes for North Runway, please indicate the level of importance you place on each of the following statements on a scale of 1 to 10 where "10" is "extremely important" and "1" is "not important at all". If there are other criteria you think need to be considered, please include these in the last row of the table below and evaluate their importance according to scale below"*

Four criteria were specified in the question options and respondents were asked to indicate their importance level. Respondents were also given the option to add their own criteria in the "Other" section within the question.

Among the given four criteria, "**favouring the routing that minimises the number of dwellings impacted by night time noise**" recorded the highest importance score in selecting the departure Noise Preferential Routes for North Runway, with 75% of 261 respondents favouring this criteria and giving it the highest importance (selecting 9 and 10 importance scores in a 10 point scale).



Graph 1: Level of Importance of Each Given Criteria in Selecting the Departure Noise Preferential Routes (base size = 261)



The second most important criteria is “**favouring the routing that minimises the number of dwellings exposed to noise**” rated to have highest importance level by 70% of 261 respondents.

54% of respondents rated “**favouring the routing that minimises the number of sensitive buildings - schools, hospitals etc. - exposed to noise**” as extremely important.

Only 2% of respondents didn’t evaluate the importance of the given four criteria.

As well as evaluating the given four criteria in the survey, 66 respondents mentioned additional comments to be considered in selecting the departure Noise Preferential Routes for North Runway which were noted under the “Other” option. These additional comments were all deemed to have high importance (usually having 9 or 10 points out of 10 point scale).



Additional comments were coded under seven subjects and reported below according to their average importance score. Some of the themes in these responses had very few mentions and therefore were not coded as a separate theme and kept under “Additional Themes”.

The most frequently mentioned factors are “to have no or restricted night flights” and “to consider the noise and impact on sleep in selecting the departure Noise Preferential Routes”. Even if these criteria were partially mentioned in the given four options, it is observed respondents preferred to repeat these answers additionally in the “Other” section to emphasise the importance of these factors.

*Table 4: Importance Level of Criteria Additionally Mentioned in Selecting the Departure Noise Preferential Routes*

<b>Additional Comments – ‘Other’</b>	<b>Number of mentions related to selecting the departure Noise Preferential Routes</b>	<b>Average Score out of 10 points</b>
No night time flights/restrict night time flights	Appears in 30 comments	9.7
Noise / impact on sleep	Appears in 27 comments	9.78
Don't add anything to areas already affected by the current runways/direct away from densely populated areas	Appears in 16 comments	9.75
Air quality / Health concerns /Pollution	Appears in 14 comments	9.86
Expansion of insulation measures to additional areas	Appears in 7 comments	10
Minimum take off / Minimum take off to the east/ Depart and arrive to the west	Appears in 4 comments	10
Provide additional measures/insulation	Appears in 3 comments	10
Additional Themes	Appears in 33 comments	9.64



An emphasis was placed within the “other” responses on the impact from night time noise, mentioned within 30 comments. The responses relating to night time noise **either suggests the requirement of a ban on night time noise completely or to restrict night time flights to a certain number or certain time periods.**

**Example : Responses mentioned related to no night time flights/restrict night time flights in selecting the departure Noise Preferential Routes**

No night time flying.

Ban night time refuelling pitstops.

Respect the planning board’s decision not to allow any night flights and do not try to have it changed, the restriction was imposed for a reason!!

When two runways are operational, the number of late night flights should be spread between the two. Space out late night landing times.

Night time restrictions as seen at nearly every other similar sized airport in Europe.

Do not increase the number of flights after 11pm and before 7am.

“Noisy/Impact on sleep” appears as one of the major concerns mentioned in selecting the departure Noise Preferential Routes for North Runway with 27 comments. Respondents have stated that the noise that would be caused by North Runway is linked to **health concerns, potential negative impact to sleep and possible negative impact on daily life / quality of life.**

**Example : Responses mentioned relating to noise / impact on sleep in selecting the departure Noise Preferential Routes**

Impact on children’s’ sleep, impact on seniors’ sleep, quiet day time.

Consider evidence of effects on health from noise, sleepless nights

I am living in Tyrrelstown. Our windows shake, you can’t hear TV.

You need to close windows to make a phone call.

I am just afraid the noise will get worse, as most mornings my windows rattle from airplanes as it is.

Noise should also be independently monitored on an ongoing basis even from today.

Listen to residents’ complaints and concerns. Observe noise vibration impact on homes. Be aware of the noise impact on homes outside of noise contour. Listen to residents of St Margaret's.

.....noise from aircraft especially during poor weather as they are lower and louder. Current noise is bad enough, but, what will the change in preferential route be? .....

Impact on quality of sleep. Impact on quality of life.

14 of the additional responses emphasise the need to consider environmental or health related impacts of the project. Air pollution or the smell of fuel from aircraft are the main themes of these responses.



**Example : Responses mentioned relating to Air quality / Health concerns /Odour in selecting the departure Noise Preferential Routes**

Consider evidence of effects on health from noise, sleepless nights, air pollution etc. Environmental issues.

Reduce the pollution in the air.

Air quality should be assessed independent of the daa on an ongoing basis.

Exhaust fumes from flying planes landing/take off/ pollution.

Odour of fumes and pollution deposits from planes.

Climate change mitigation - this means NO 2nd runway should be built.

In selecting the departure Noise Preferential Routes for North Runway, some respondents suggested that the routes could be selected so as not to impact areas already affected by the current runway or routes should diverge over less populated areas.

**Example: Responses mentioned under the theme “Don’t add anything to areas already affected by the current runways/direct away from densely populated areas”**

The dwellings that are affected now shouldn’t be affected more.

Routes planned over as much green belts as possible, such as the green belt alongside Tyrrelstown and Hollystown instead of flying directly over housing.

Minimise effect on communities that already are affected by existing runway by operating north runway at furthest point away.



Expansion of insulation measures to additional areas or providing additional measures/insulation are suggested by some respondents as a solution to the negative impact of departure Noise Preferential Routes.

**Example : Responses mentioned under the Theme “Expansion of insulation measures to additional areas ”**

Expand the 60/55dB day night areas to include Ridgewood Green.

Expansion of noise impact boundaries.

The level of sound insulation appropriate should be defined to all areas. Deviation of departing aircraft from straight line will affect a zone covering Coolock to Malahide.

**Example : Responses mentioned under the Theme “Providing additional measures/insulation”**

daa to pay full economic cost of damage to North Dublin and full pollution cost of all operations, including all transfers to people of Ireland.

Provide sound insulation to houses in the 60 - 100 dB area to include Ridgewood Green

Impact on health, mental and physical. Sound insulation values of existing housing.

Respondents were also asked to select the most important criteria to consider in selecting the Noise Preferential Routes for North Runway with the following question.

*“If you could only choose one factor out of the following list of factors when selecting the Noise Preferential Routes, which one would you choose?  
If you have mentioned additional factors in the previous question, please include these in the table below and include them in your consideration. Please tick one box only”*

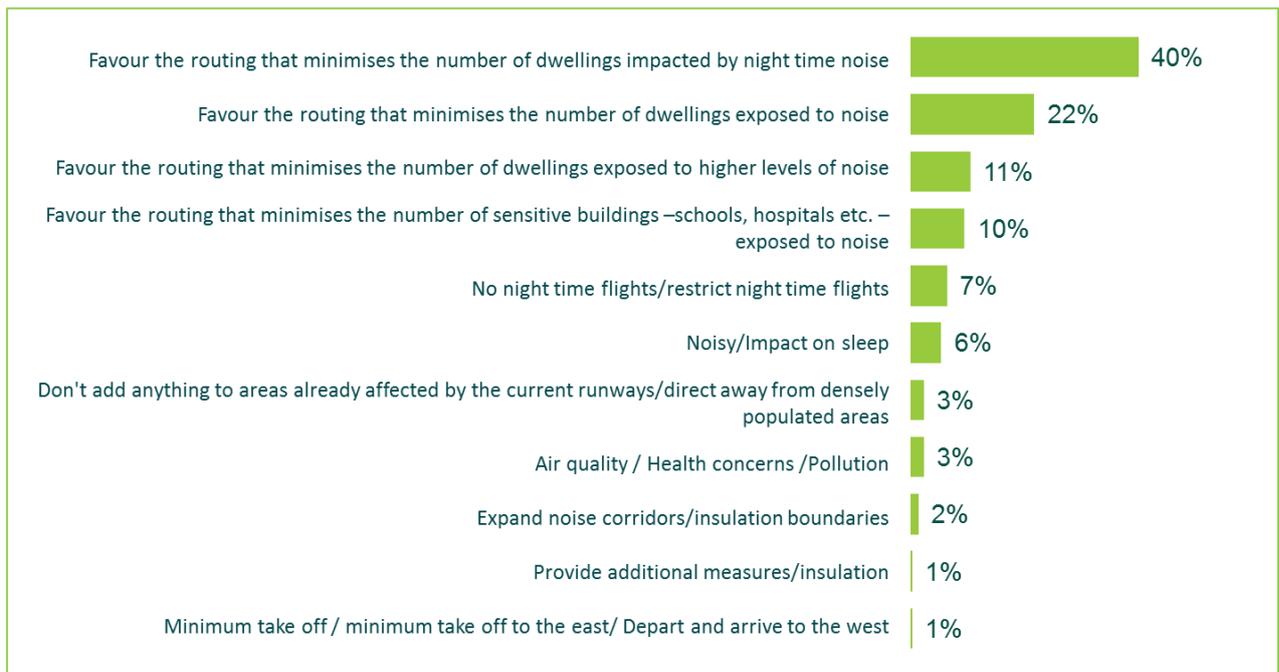
Apart from the given four criteria in the survey, respondents could also choose the most important factor from the additional preferences they mentioned in the previous question (e.g. no night flights; impact on sleep). These additional responses were coded under seven subjects.

In this question, the respondents were asked to select one answer for the most important criteria. Even if this was expressed in the survey, some of the respondents selected more than one answer for this question. The answers are reported without any editing to reflect the original preference of the respondents. Therefore, the responses, taken together are greater than 100%.



“Favour the routing that minimises the number of dwellings impacted by night time noise” is deemed to be the most important criteria for respondents in selecting the departure Noise Preferential Routes for North Runway.

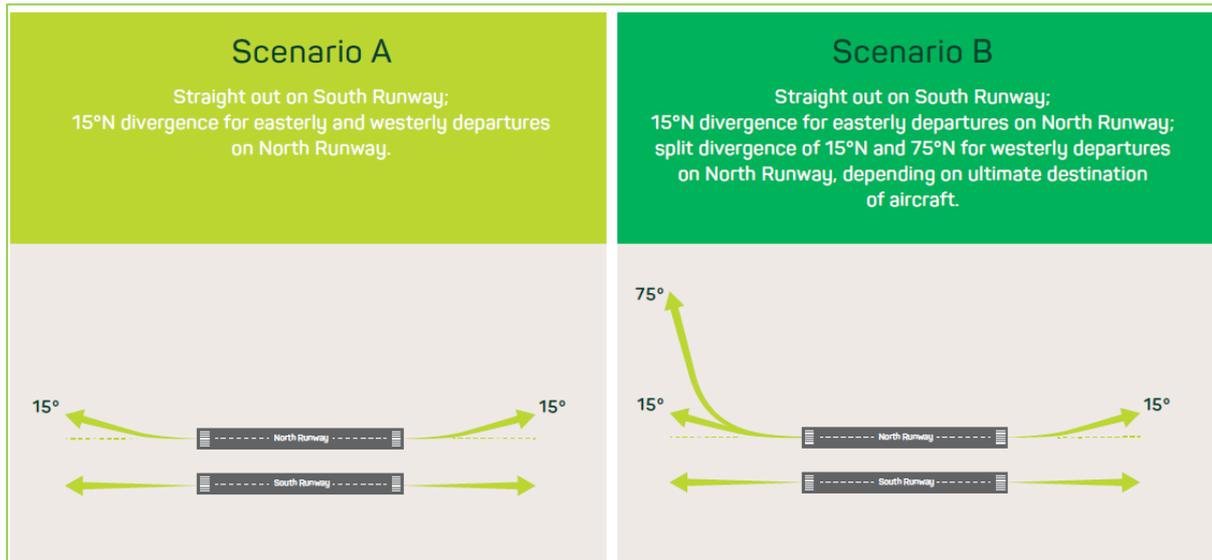
*Graph 2: Most Important Criteria in Selecting the departure Noise Preferential Routes (Base size=261)*





### Preference between two alternative Noise Preferential Route scenarios

Two alternative Noise Preferential Route scenarios shortlisted for consideration on the basis of seeking to avoid areas of dense population and reducing the impact of noise were presented to respondents visually in the survey as follows:



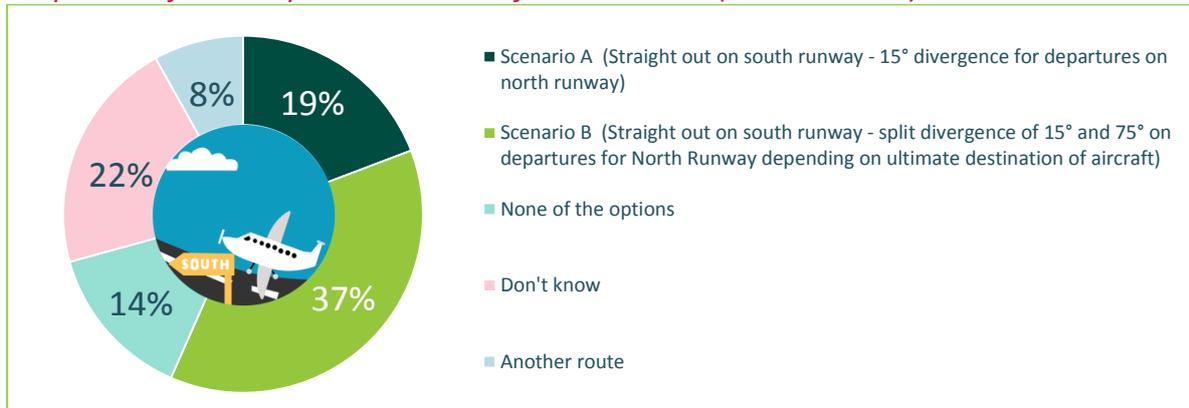
Respondents preference was asked with the following question:

*“What, if any, is your preferred departure Noise Preferential Route for North Runway at Dublin Airport? Please tick one box only”*

Scenario B which refers to “Straight out on south runway; split divergence of 15° and 75° on departures for North Runway depending on ultimate destination of aircraft” is the most preferred scenario by almost 2 in 5 survey participants.

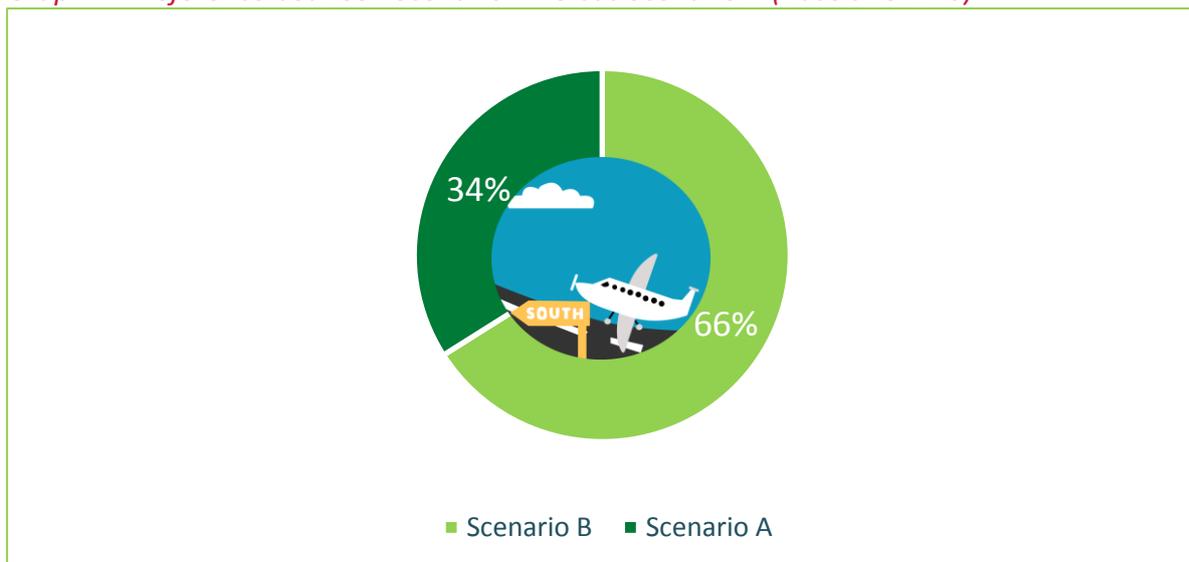


**Graph 3: Preferred departure Noise Preferential Route (Base size=261)**



56% of all respondents chose either Scenario A or B. Of those who expressed an opinion between the two Scenarios, the preference is 66% in favour of Scenario B versus 34% in favour of Scenario A.

**Graph 4: Preference between Scenario A versus Scenario B (Base size=146)**





### 3.3 Potential Mitigation Measures

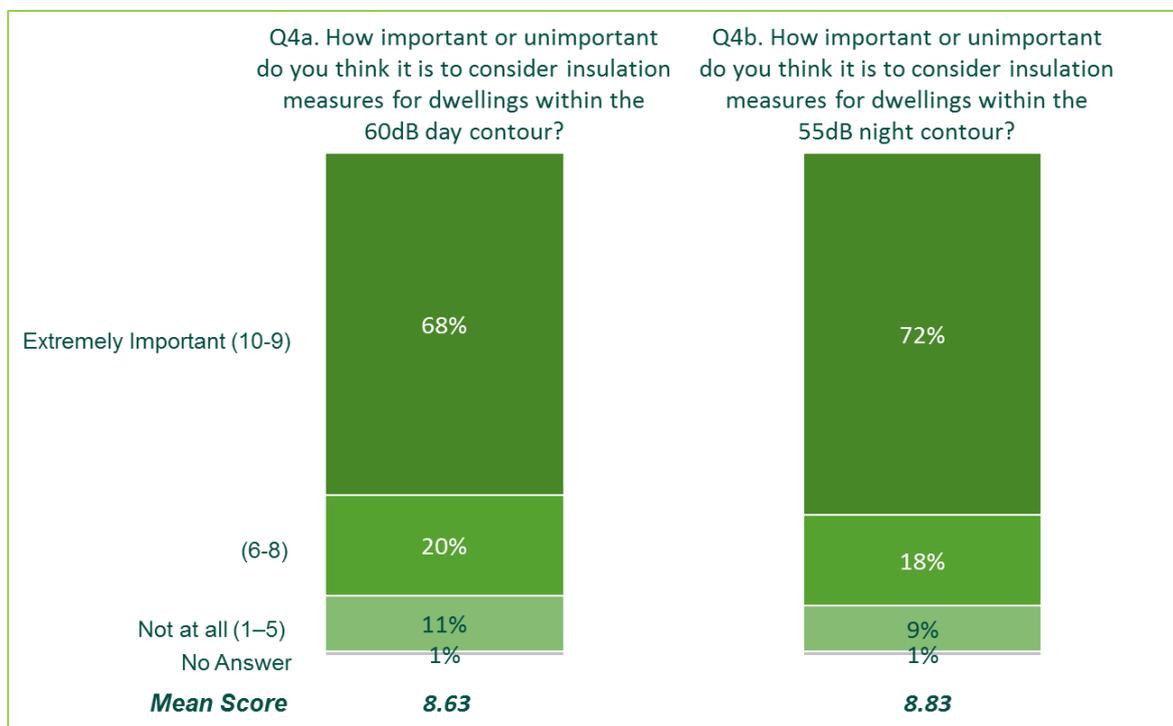
One of the initiatives proposed by daa to mitigate noise exposure was to consider insulation measures for dwellings within the 60dB day contour and 55dB night contour. The importance of this proposed mitigation measure was asked under 'Part 3' the North Runway Consultation Survey as follows:

*“How important or unimportant do you think it is to consider insulation measures for dwellings within the 60dB day contour? Please use a 10 point scale where 1 is not at all important and 10 is extremely important” (a similar question was asked for 55dB night contour)*

Both insulation measures for dwellings within the 60dB day contour and 55dB night contour are stated to have high importance. More than 60% of respondents expressed that each of these insulation measures are “Extremely Important”.

However, when the proposed insulation measures for day and night are compared, insulation measures for dwellings within 55dB night contour (average score is 8.83 out of 10) is stated to be more important than the 60dB day contour (average score is 8.63 out of 10).

*Graph 5: Importance Level of Insulation measures for dwellings within the 60dB day contour & 55dB night contour (base size = 261)*





Also within ‘**Part 3**’ of the survey, respondents were given the opportunity to provide comments about the operational or environmental initiatives to consider to mitigate any impacts arising from a Change in Permitted Operations. The question was designed as open ended and the responses once gathered were grouped into themes. Responses were coded according to eight different themes emphasised by respondents.

Just under one-third of respondents (81 out of 261) shared their perspective within this section. The responses referred to various topics and themes. Coding the responses according to themes shows a focus on “**restrictions on night time flights**”, “**concerns regarding noise/impact on sleep**” and “**additional measures and insulation**”.

*Table 5: Operational or Environmental Initiatives to Consider*

<b>Comments about Operational or Environmental Initiatives to Consider</b>	
<b>(Base size=81)</b>	<b>%</b>
No night time flights/restrict night time flights	35%
Noisy/Impact on sleep	26%
Provide additional measures/insulation	23%
Environmental impact (such as impact on wildlife, nature reserves etc.)	12%
Expansion of insulation measures to additional areas	11%
Health and safety	6%
Bad air quality/Monitor air	5%
Restrict/stop flights	4%
Other	51%



### Example: Responses mentioned for other operational or environmental initiatives to consider to mitigate any impacts arising from a Change to Permitted Operations

Night-time operation of flights between 11pm & 6am should not be permitted due to impact on receptors such as human health & ecological receptors/habitats. I have worked on airports in Europe where night-time ban is adhered to. Also concerned about emissions in particular ppm50 & larger particulates on human health & SAC's etc.

Ridgewood Green must be shown on the 2016 O.S. dg map. The sound proofing corridor must be extended to include Ridgewood Green. Confirm the exact difference (approx. 1km) that Ridgewood Green is from the centre line of the new north (28R) on the O.S. map as a matter of urgency.

If I can hear aircraft landing/departing from inside my Clarehall home and have noticed more aircraft approaching closer to my house, then it appears to me that the maps need to be readjusted and new sound tests done. The existing outlines don't make sense to me and don't include the new homes in the Northern Fringe. I'm also concerned about aircraft emissions and the potential impact of dumping fuel.

In light of increased housing in the surrounding area and the planned new fuel line between Dublin Port and Dublin Airport, concerned about increased risk and potential impact of crash landing short of runway; for impact increased number of flights would have on wildlife and nature reserves for migrating birds, etc.; concerned over increased traffic in the area, environs and motorways. I also do not agree with the increase in night-time/early-morning flights.

In my opinion my home which is situated 1.8km from the existing South Runway requires substantial soundproofing under the present regime. Deviation from a straight line will place my home nearer the flight path. This can only be determined when a final decision is taken on routing.

Incentives for airlines which use silent tech for engines.

Should use world health limits of 40dB. Air Quality - more monitoring stations. Noise abatement measures such as banning aux power units, noise quotas at night, noise fines. Real time information available for complaints i.e. web Trak

How can I insulate my back garden in summer when sitting out in my back garden and planes are taking off to the east every 3 minutes? You can't hear one another talk. What can be done about this noise?

The development of the North Runway is not only about additional Aircraft Noise. It is about the increased Aircraft Noise Pollution and vehicle pollutions that this North Runway will bring. When weather conditions don't favour the use of the North and South Runways the use of Runway 34-16 will have to become operational till weather conditions favour N/S Runways. Aircrafts using Runway 34 fly over a greater populated housing area than N/S Runways.



### Example: Responses mentioned for other operational or environmental initiatives to consider to mitigate any impacts arising from a Change to Permitted Operations (Cont'd)

Other airports like Heathrow have erected sound walls and barriers to divert noise. Also grass banks on north side of runway should be erected to divert noise and fumes.

Use alternative routes when wind conditions permit to rotate the operations on a weekly basis so no one community suffers all the time. Heathrow airport alternate take-offs and landings to let a community get a break from noise on a weekly basis.

The noise corridors appear too restricted. They should be extended much further north as average noise levels are irrelevant to residents affected by levels of noise above the levels currently experienced.

### 3.4 Community Fund

Independently of the decision regarding the Change to Permitted Operations, daa is establishing a Community Fund as part of the delivery of North Runway. Under 'Part 4' of the survey, respondents were asked to share their views on which sectors to include in the Community Fund. The question aimed to understand the sectors that should be prioritised when distributing community funds.

Six sectors were provided within the question options and respondents were also asked to include any additional sectors they personally would like included within the Community Fund.

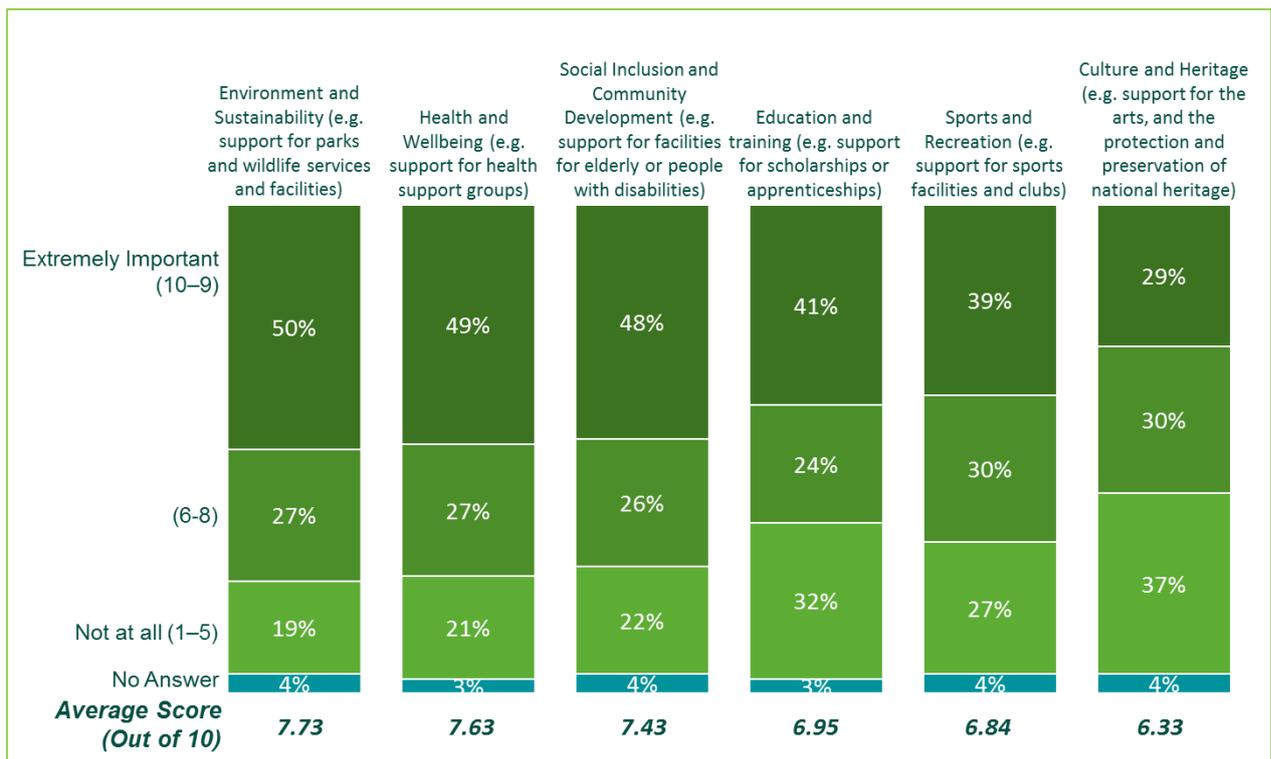
The importance level of each sector was measured using a 10 point scale with the below question.

*“Thinking of this, how important or unimportant is it that each of the following sectors be considered as eligible for support from the Community Funds?” (10 point scale)*



**Environment and Sustainability, Health and Wellbeing and Social Inclusion and Community Development** sectors are the three sectors which have the highest importance level within the given sectors in the survey. Around half of the 261 respondents gave 10 or 9 points to these three sectors in a 10 point scale, claiming that these sectors are highly important to include in the Community Fund.

*Graph 6: Importance Level of Sectors to Include in the Community Fund (base size = 261)*



Apart from evaluating the importance of the given six sectors, 46 respondents named additional sectors to be considered for inclusion in the Community Fund.

Additional responses were coded under three themes based on the frequency of mentions. Some of the themes had very few mentions and these are not coded as a separate theme but are kept under “Other Sectors”.

Since the base size for these additional sectors are low, respondents’ answers were not reported in detail according to the frequency breakdown in the 10 point scale. However, to give an idea around the importance level of these additional sectors, the average importance score is summarised overleaf. While interpreting the results related to these additional sectors, it is worth noting that even though the sectors have high importance scores, they were mentioned by relatively few respondents.



Additional responses for the Community Fund mainly focus on the need to provide sound insulation or funding sports/different types of sporting activities.

*Table 6: Other Sectors Mentioned for Community Funds*

<b>Additional Sectors / Other Answers</b>	<b>Average Score out of 10 points</b>
Provide sound insulation/insulation grants (appears in 18 comments)	8.94
Fund sports/sports clubs/golf/angling/local sports (appears in 9 comments)	8.89
Liaise with local schools/focus on local schools/special partnership with schools/Tyrrelstown schools (appears in 3 comments)	9
Other Sectors (appears in 32 comments)	9

Four responses in this section included relatively negative reactions to the action of selecting sectors for the Community Fund and these responses mainly express that these actions are; bribery, a distraction, a shallow attempt or a joke. These responses were not included in the importance score summary above.

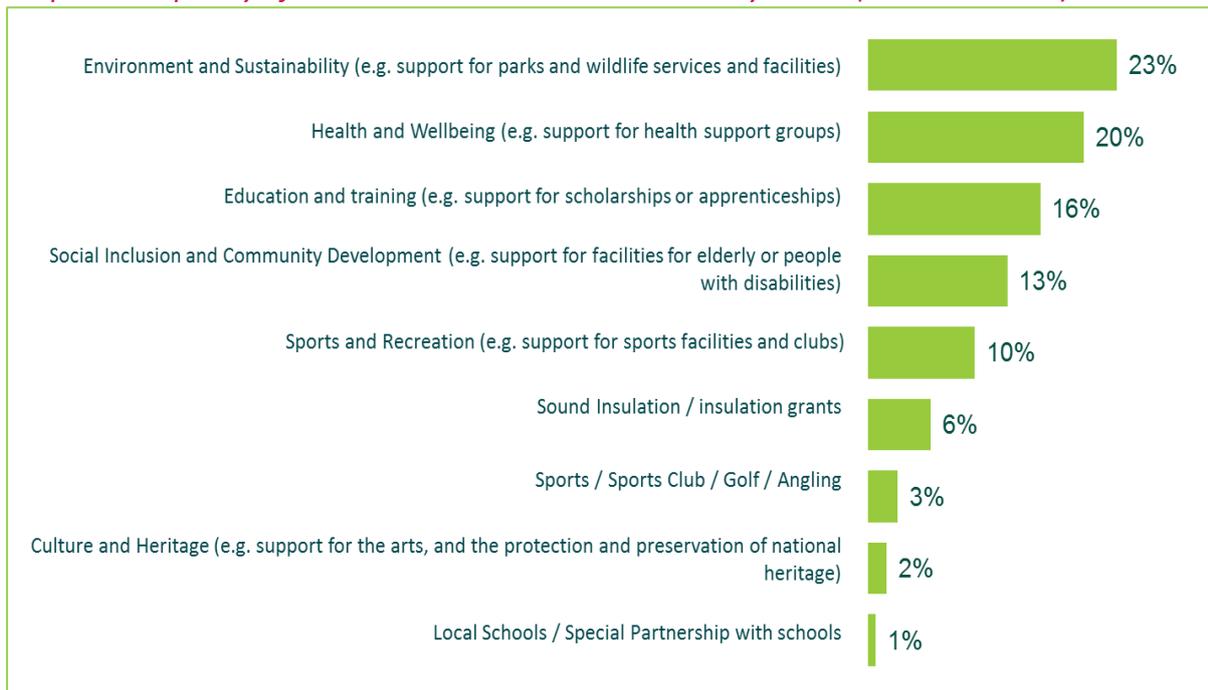
Respondents were asked to choose one sector, which they deemed as the most important sector using the question below:

*“In your opinion, which one of the below sectors is the most important one to include in the Community Fund?”*

The most important sector to include in the Community Fund is recorded as “Environment and Sustainability” cited by 23% of all respondents. The second most important sector is “Health and Wellbeing”.



**Graph 7: Frequency of sectors to include in the Community Funds (base size = 261)**



In this question, the respondents were asked to give one answer for the most important sector. However, eight respondents didn't answer this question. Moreover, four respondents didn't mention sector names, but, included relatively negative reactions to the action of selecting sectors for the Community Fund, such as bribery, a distraction etc. so their answers weren't shown in the above graph. Therefore, the responses to the above graph do not cumulatively add up to 100%.

In order to prioritise sectors community funds should be devoted to, this was questioned separately within the survey using the following question:

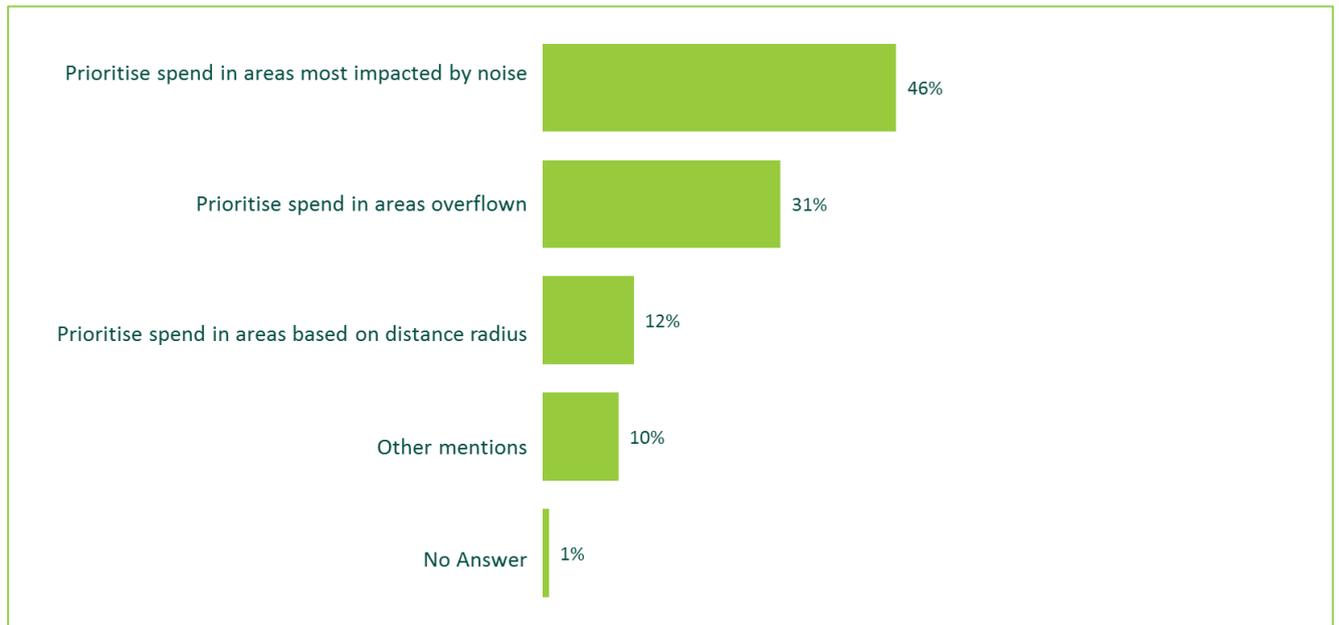
*“Which one of the following do you think should be considered as the first priority while deciding which sectors to devote Community Funds? Please select the most important criteria in your opinion”*

Almost half of all respondents (46%) suggest prioritising spend in areas most impacted by noise.

Prioritising spend in areas overflown has the second ranked preference selected by 31% of respondents.



*Graph 8: Priority when deciding which sectors to devote Community Funds  
(Base size = 261)*



While 12% of respondents prioritise spend in areas based on distance radius, 10% mentioned their own preference or ideas. These additional responses either contain “additional requirements/wishes to reduce noise impact of the project” or need for “providing compensation”.

**Example : Additional responses mentioned when deciding which sectors to prioritise when devoting Community Funds**

Difficult to answer as don't know which areas are the most affected/have heaviest volume of routes and where proposed new routes will be. Considerable noise level in Tyrrelstown at present and seems times are currently breached with early flights. Currently can't leave window open at night due to noise. And guests can never sleep and shocked by level of noise at present...Never mind proposed increase!!

Effect of flight changes on locals & wellbeing; difficulty in sleep as experiencing currently  
Would like to know firstly what community programs you are giving funds to and how much

Use the social deprivation index to prioritise area's most in need along the flight path

Compensate the affected home owners

Increase in national and transboundary climate emissions

Environmental sustainability education.



**Appendix 1**  
**North Runway Flight Path**  
**Consultation Survey**

Survey conducted by RED C Research on behalf of Dublin Airport

CARD ONE COL 11/(1)

In parallel with progressing plans to deliver North Runway, daa is also entering into a process to change the operations permitted under the existing planning conditions, specifically Conditions 3d and 5. Stakeholders and the general public now have an opportunity to contribute to that process through this consultation phase and you are encouraged to share your views in this survey.

Please fill in this survey and place it in the RED C boxes positioned in the meeting room. If you wish to fill in the survey at a later date, please take a blank form with a reply addressed envelope and post the completed survey to RED C offices no later than **Friday, 2<sup>nd</sup> December 2016**. You can also complete the survey online at <https://www.dublinairport.com/north-runway/Consultation-on-Flight-Paths-and-Change-to-Permitted-Operations>

In order for your responses to be accurately captured, please **Tick the Box** for your response and write in block capitals where relevant.

**Part 1**

Please enter your contact details below. We encourage you to provide your email address if you would like to receive regular project updates from daa about North Runway.

<b>Name/Surname</b> _____
<b>Email Address</b> _____

**Your Geographical Area: Tick One**

- Cloghran  1 (12)

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- St. Margaret's  2

---

- Swords  3

---

- Portmarnock  4

---

- Santry  5

---

- Malahide  6

---

- Other (Please write in)  7

O.U.O						
1	9	8	9	1	6	(1-6)



**Home Address:**

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**Phone Number:**

*After you complete the survey, your feedback will be reviewed by daa as part of the preparation of the Environmental Impact Statement associated with the proposed change of permitted operations. Please tick the box if you do not want your personal details to be shared with daa.*

 (13)

*In some circumstances, daa may wish to contact you for the purpose of further clarification or discussion after reading your views mentioned in this survey. Please tick the box if you are happy to give permission to daa to contact you regarding your feedback.*

 (14)

*Sign up to receive project updates to the email address provided*

 (15)

These questions should be considered in conjunction with the consultation documentation available at <https://www.dublinairport.com/north-runway/Consultation-on-Flight-Paths-and-Change-to-Permitted-Operations>. You can also request a copy of the consultation booklet from the North Runway Team - please call our Freephone Number: 1800 804 422



## PART 2: Criteria for Selection of Noise Preferential Routes

All aircraft taking off from Dublin Airport are required to follow specific flight paths called **Noise Preferential Routes (NPRs)**. An NPR is a path or corridor (1.8km at its widest point) that aircraft follow from take-off until directed by Air Traffic Control onto the main air traffic routes, typically at around 3,000 feet altitude. Once North Runway comes into operation, new flight paths to and from the airport will be introduced. To allow simultaneous operations on the runways, the departure paths will have to diverge by a minimum of 15°. This consultation is about helping to define the new departure NPRs for North Runway.

Q.1 In selecting the departure Noise Preferential Routes for North Runway, please indicate the level of importance you place on each of the following statements on a scale of 1 to 10 where “10” is “**extremely important**” and “1” is “**not important at all**”. If there are other criteria you think need to be considered, please include these in the last row of the table below and evaluate their importance according to scale below.

	Not Important At all	Extremely Important	
Favour the routing that minimises the number of dwellings exposed to noise	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(16)
Favour the routing that minimises the number of sensitive buildings – schools, hospitals etc. – exposed to noise	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(17)
Favour the routing that minimises the number of dwellings impacted by night time noise	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(18)
Favour the routing that minimises the number of dwellings exposed to higher levels of noise	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(19)
Other (please write) _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(20)
Other (please write) _____ _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	(21)



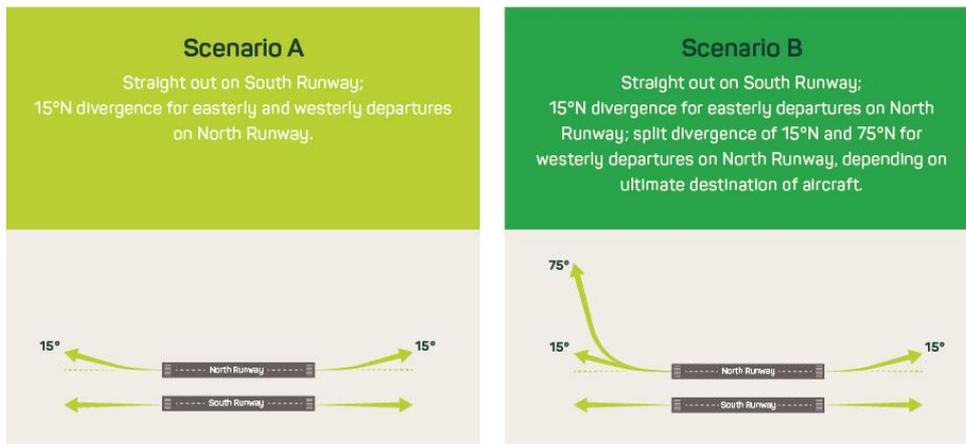
Q.2 If you could only choose **one** factor out of the following list of factors when selecting the Noise Preferential Routes, which **one** would you choose?

If you have mentioned additional factors in the previous question, please include these in the table below and include them in your consideration. Please tick one box only

	Tick One Box Only	O.U.O (22)
Favour the routing that minimises the number of dwellings exposed to noise	<input type="checkbox"/>	1
Favour the routing that minimises the number of sensitive buildings – schools, hospitals etc. – exposed to noise	<input type="checkbox"/>	2
Favour the routing that minimises the number of dwellings impacted by night time noise	<input type="checkbox"/>	3
Favour the routing that minimises the number of dwellings exposed to higher levels of noise	<input type="checkbox"/>	4
Please write in this box other factors you considered from Q.1 (if any) _____ _____	<input type="checkbox"/>	5
Please write in this box other factors you considered from Q.1 (if any) _____ _____ _____	<input type="checkbox"/>	6



Q.3 Two alternative Noise Preferential Route scenarios have been shortlisted for consideration on the basis of seeking to avoid areas of dense population and reducing the impact of noise. Please review the consultation documents for details of the two shortlisted scenarios. Below is a summary of these scenarios as a reminder.



What, if any, is your preferred departure Noise Preferential Route for North Runway at Dublin Airport?

Please tick one box only

	Tick One Box Only	O.U.O (23)
<b>Scenario A</b> (Straight out on south runway; 15° divergence for departures on north runway)	<input type="checkbox"/>	1
<b>Scenario B</b> (Straight out on south runway; split divergence of 15° and 75° on departures for North Runway depending on ultimate destination of aircraft)	<input type="checkbox"/>	2
None of the options	<input type="checkbox"/>	3
Don't know	<input type="checkbox"/>	4
Another route (please write in more detail)	<input type="checkbox"/>	5



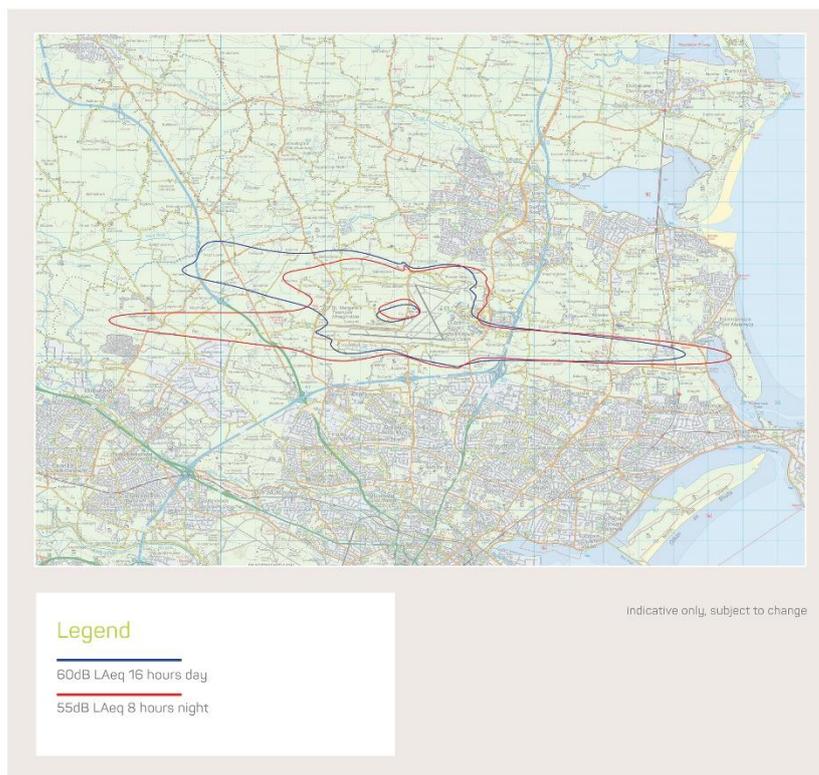
### Part 3: Potential Mitigation Measures

daa will consider mitigations it could put in place to address issues which may be identified in the Environmental Impact Statement as a result of a change to permitted operations, should this be implemented.

Q.4 One of the initiatives being proposed to mitigate noise exposure is to consider insulation measures for dwellings within the **60dB day contour** and **55dB night contour**.

A map of these contours is provided in the consultation documentation and also appears below for ease of reference.

2022 60dB LAeq 16-hour day and 55dB LAeq 8-hour night contours



**Note: 60 dB day contour** = 60 dB LAeq, 16h average mode summer daytime noise contour  
**55 dB night contour** = 55 dB LAeq, 8h average mode night-time noise contour



Q.4a How important or unimportant do you think it is to consider insulation measures for dwellings within the 60dB day contour? Please use a 10 point scale where 1 is not at all important and 10 is extremely important.

**Not at all Important**

**Extremely Important**

1  2  3  4  5  6  7  8  9  10 (24)

Q.4b How important or unimportant do you think it is to consider insulation measures for dwellings within the 55dB night contour. Please use a 10 point scale where 1 is not at all important and 10 is extremely important.

**Not at all Important**

**Extremely Important**

1  2  3  4  5  6  7  8  9  10 (25)

Q.5 Are there any other operational or environmental initiatives that you would like to be considered to mitigate any impacts you foresee arising from a change in permitted operations? If there are any, please provide details below.

1 2 3 4 5 6 7 8 9 0 X V (26)  
1 2 3 4 5 6 7 8 9 0 X V (27)





Q.7 In your opinion, which one of the below sectors is the most important one to include in the Community Funds?

	Tick One Box Only	O.U.O (36)
Education and training (e.g. support for scholarships or apprenticeships)	<input type="checkbox"/>	1
Sports and Recreation (e.g. support for sports facilities and clubs)	<input type="checkbox"/>	2
Health and Wellbeing (e.g. support for health support groups)	<input type="checkbox"/>	3
Environment and Sustainability (e.g. support for parks and wildlife services and facilities)	<input type="checkbox"/>	4
Culture and Heritage (e.g. support for the arts, and the protection and preservation of national heritage)	<input type="checkbox"/>	5
Social Inclusion and Community Development (e.g. support for facilities for elderly or people with disabilities)	<input type="checkbox"/>	6
Other (if any please write in this box)	<input type="checkbox"/>	7
Other (if any please write in this box)	<input type="checkbox"/>	8

Q.8 Which one of the following do you think should be considered as the first priority while deciding which sectors to devote Community Funds? Please select the most important criteria in your opinion

	Tick One Box Only	O.U.O (37)
Prioritise spend in areas most impacted by noise	<input type="checkbox"/>	1
Prioritise spend in all areas overflown	<input type="checkbox"/>	2
Prioritise spend in areas based on distance radius	<input type="checkbox"/>	3
Other ( if any please specify)	<input type="checkbox"/>	4

Thank you for completing our survey and taking the time to make a submission to our Consultation on Flight Paths and Change to Permitted Operations at Dublin



Airport. Your feedback will be considered by daa and its consultants as work progresses on the Environmental Impact Statement associated with the proposed change.

If you would like to receive further information as the North Runway progresses, please visit our website <https://www.dublinairport.com/north-runway/project-updates> and subscribe through our sign-up tab at the bottom of the page.