North Runway

PREPARING DUBLIN AIRPORT FOR IRELAND'S FUTURE

DublinAirport

Dublin Airport **has served Ireland for 80 years and we are planning for the next 80.**

We have a proud history of carefully planned development since 1940, working with local communities, regional groups and national agencies to ensure the safe and appropriate development of Dublin Airport for Ireland.

Dublin Airport handles 85% of commercial flights in the Republic of Ireland and is Ireland's main gateway. Its infrastructure and policy objectives are to develop as a growth hub, facilitating connectivity, enabling route development, driving tourism and passenger numbers and supporting economic recovery and growth.

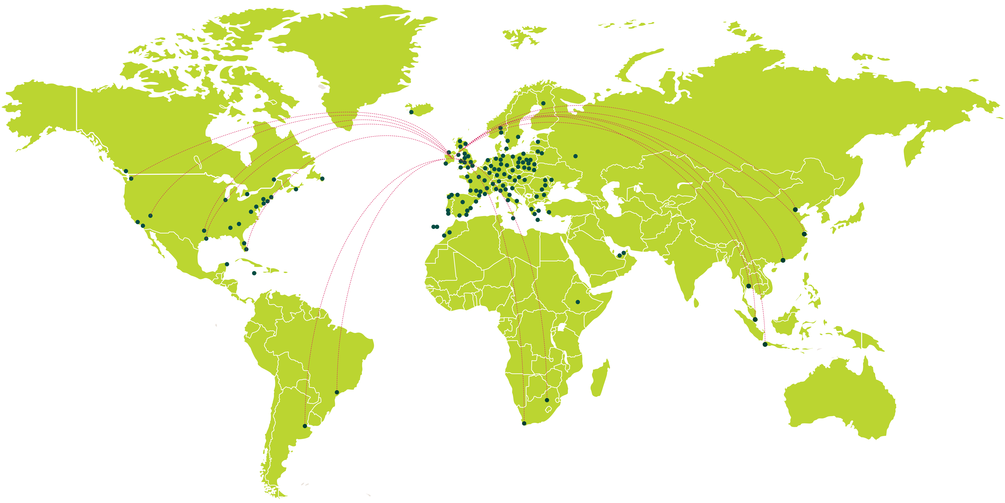
Pre Covid, Dublin Airport was facilitating 32m passengers on 47 airlines, to 200 destinations, with circa 2,400 flights per week. Dublin-London was the world's second busiest international air route and Dublin was the fifth largest airport in Europe for transatlantic connectivity. This activity enabled the airport to make a €9.8bn contribution to GDP, support more than 130,000 jobs and drive inbound tourism and business investment.

Covid-19 caused a dramatic decrease in passenger numbers at Dublin Airport and its impact will be felt for many years. However, Dublin Airport will be a driver for recovery as it was during previous crises, if it has the flexibility to grow in a balanced manner.

> *The Asian crisis in 1998, the U.S. terrorist attack on 11 September 2001, the severe acute respiratory syndrome (SARS) outbreak in 2003, and the 2008-2009 world financial crises have all been detrimental to the overall profitability of the air transport system.* ***History has showed, however, that world aviation recovers from crisis... the stake is not to know if the traffic will recover, but when it will recover.****"*
>
> **ICAO, World Aviation and World Economy"*

Ready For Growth

North Runway will play a critical role in Ireland's recovery. It will facilitate new routes and connectivity to European, North American and long haul destinations.



Construction of North Runway is well advanced and it is scheduled to be operational in 2022. Operational flexibility is critical if Ireland is to maximise the benefits of this key piece of national infrastructure.

North Runway

OUR APPLICATION

DublinAirport

Purpose of Application

Two of the 31 conditions associated with North Runway's 2007 grant of permission are particularly onerous and limit Dublin Airport's ability to operate, grow and deliver maximum economic and societal benefit as Ireland recovers from the Covid-19 crisis.

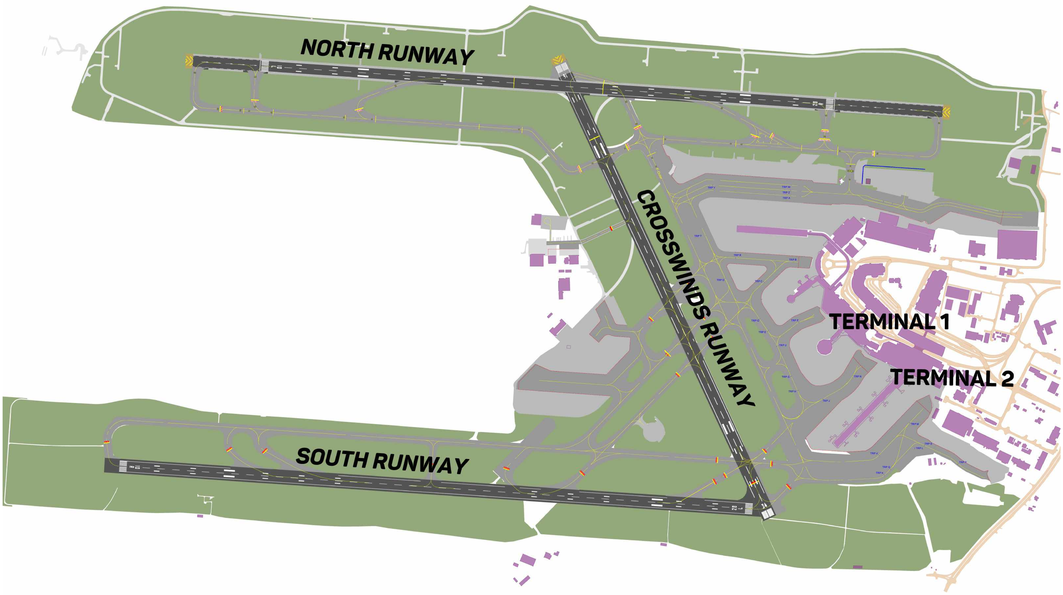
The two conditions are:

- Condition 3(d) prohibits the use of North Runway between 11pm and 7am
- Condition 5 limits the number of aircraft movements at the entire airport to 65 between 11pm and 7am

daa is seeking to amend and replace these two conditions to have the operational flexibility to support growth and recovery of the airport and the national economy.

In 2019, night-time aircraft movements between 11pm and 7am averaged about 100 using existing infrastructure. With the addition of North Runway, the current planning conditions would reduce this to 65, airport-wide; a 35%+ reduction, despite having doubled runway capacity.

Dublin Airport campus when North Runway is complete



Airlines based at Dublin Airport have a particular requirement for capacity in the early morning and late at night to get the most efficient use from their aircraft. The one-hour time difference between Ireland and continental Europe adds to the need for based aircraft to depart early in the morning.

If the two conditions are not amended, airlines will be forced to restrict a large number of their services to a shorter operating day. This means they would have to reduce the number of flights an aircraft based at Dublin could operate. This would significantly reduce the viability of aircraft located here, prompting airlines to relocate their aircraft to other European airports. In such circumstances, air traffic lost to Dublin would not just be confined to night-time flights, but also to flights that the aircraft in question would have operated throughout the day. Fewer services will likely mean increased fares on those routes that remain.

Additionally, a recent independent survey by Red C shows that 82% of respondents believe same-day trips are vital, and this requires capacity in the early morning and late evening peaks.

Very severe caps on flight movements not only limit scope for developing long-haul services to North America and Asia, they also put at risk our current connectivity by opening the door to other European airports to gain a competitive advantage over Dublin. Analysis indicates that any such impediments will result in a loss of 1.1 million passengers by 2025 (and cumulative loss of 4.3 million passengers between 2022 and 2025), almost 3,500 jobs and over €250m Gross Value Added (GVA) to the Irish economy. Based on the current distribution of jobs and economic impact, it is anticipated that 86% of the forgone direct employment and 26% of the forgone total employment (direct, indirect, induced and catalytic impacts) will be felt in the Fingal region.

In light of engineering and regulatory advances in aircraft noise, the number of aircraft movements has now become an outdated and ill-suited measure of noise that fails to distinguish or promote quieter aircraft from their noisier counterparts. In later visuals we outline proposals to adopt a Noise Quota Count measure to address the noise issue directly. It has the advantage of promoting behavioural change and further reducing noise over time.

daa has applied to the Planning Authorities to amend and replace these two conditions which are due to come into effect when North Runway is operational.

Application Details

In 2019, the Aircraft Noise (Dublin Airport) Regulation Act 2019 came into effect. The purpose of this Act is to provide legislation for an assessment based on the Balanced Approach to aircraft noise management in circumstances where a noise problem at the airport is identified. The Act allows for a planning application to be made where a parent planning permission contains conditions which are deemed to be operating restrictions.

The application to amend, revoke or replace such operating restrictions under the Act is called a Relevant Action. daa will make such an application. The Aircraft Noise Competent Authority (ANCA) may apply mitigation measures and operating restrictions to manage noise, having undertaken a Balanced Approach assessment, and considering community, aviation and other stakeholder views, as well as international best practice.

ANCA will develop and consult on a Noise Abatement Objective (NAO) after daa has submitted its application. In order to assist with their assessment of our application, we have developed a candidate NAO (cNAO) which aims to balance the need for night-time flights and the needs of the community.

Prior to the establishment of the Competent Authority, daa had already undertaken a series of public consultations in 2016 seeking your views on the content of an Environmental Impact Statement (now EIAR), a change to permitted runway operations, potential flightpaths and community fund preferences.

In addition, we have had extensive engagement since then with our local communities and wider stakeholders to understand your issues and recommendations.

One of your main areas of concern was night-time operations. Taking your feedback on board, and aiming to achieve a balance between understandable concerns of local residents and the needs of the Irish economy, we are now seeking to make reasonable amendments to the two planning conditions.

Our proposals do not seek to remove the two conditions. Instead, we aim to amend and replace them with proposals that provide operational flexibility for growth while ensuring overall effects of night noise are less than those envisaged in the original grant of planning permission. Importantly, overall noise effects will not exceed those in 2018.

Ultimately, Dublin Airport seeks to deliver a balanced approach that serves the needs of a developing international airport and the economy while respecting local communities by proposing appropriate mitigations, safeguards and monitoring.

We propose to:

- only use North Runway from 6am to midnight*, rather than 7am to 11pm as set out in the current planning conditions;
- introduce an enhanced noise monitoring framework;
- introduce a Noise Quota Count system from 11.30pm to 6am, rather than an airport-wide 65 cap from 11pm to 7am as set out in the current planning conditions;
- introduce a noise insulation grant scheme for those most impacted by proposed amendments

** Except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems, declared emergencies at other airports, or where the extra runway length is required for a specific aircraft.*

As can be seen, we are effectively seeking one hour's additional operational flexibility on each side of night shoulder hours, i.e. 11pm to midnight and 6am to 7am.

daa has made an application to the Planning Authorities which includes an assessment under the Balanced Approach, and an Environmental Impact Assessment Report, as well as an Appropriate Assessment Screening Report and other technical documentation. As part of this process we will provide you with information on the proposed amendments, how they may impact you and how we propose to address such impacts. We will also explain next steps in the planning process, how you can have your say about the application, and where you can find further information.

North Runway

OPERATION, ASSESSMENT AND NEXT STEPS

DublinAirport

Runway Operation

Condition 3 of North Runway's planning permission stipulates a preferred mode of operation – Option 7b – to lessen the impact of aircraft noise on local communities.

Most of the time the two runways will operate in segregated mode, i.e. one runway for arrivals, the other for departures. However, there will be occasions during peak hours when runways will need to operate in semi-mixed and mixed mode, i.e. both runways used simultaneously for arrivals and departures. Operation of the runway system is depicted below.

Option 7b: Westerly Operations (approx. 70% of the time)

Preferred runway for arriving aircraft

Size of plane indicates volume of movements.

Option 7b: Easterly Operations (approx. 30% of the time)

Preferred runway for departing aircraft

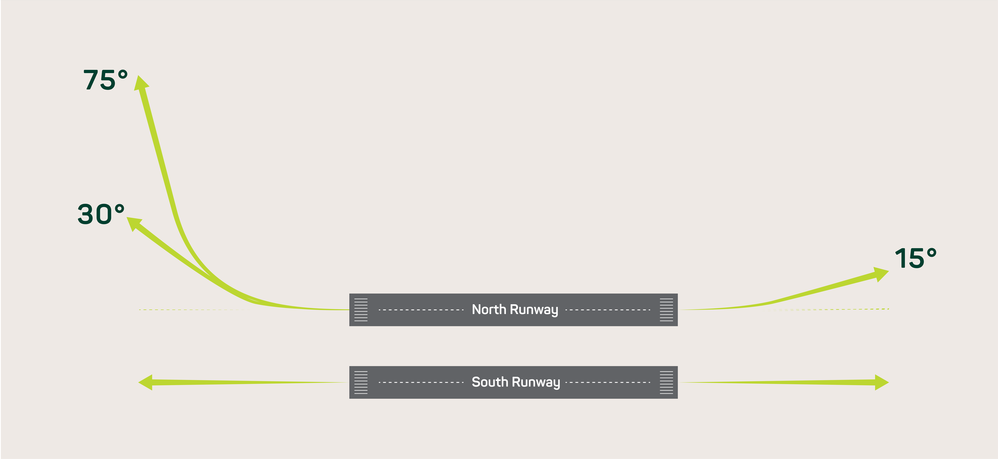
Size of plane indicates volume of movements.

Departure Divergences

For safety and aircraft separation, international standards and semi-mixed mode operations require that aircraft courses diverge approximately one nautical mile after take-off. Several flightpath options were considered following consultation with local communities and other stakeholders which resulted in a proposed 15 degree divergence on North Runway departures in easterly operations, with 15 and 75 degree divergences in westerly operations. It was also proposed that departures from the South Runway will continue on a straight course i.e. no divergence.

These proposals were then subject to a comprehensive safety case and assessment by the air navigation service provider, the Irish Aviation Authority, which resulted in the requirement to implement a 15 degree divergence on North Runway departures in easterly operations, with 30 and 75 degree divergences in westerly operations. Departures from the South Runway will continue to be straight, i.e. no divergence. These departure regimes are depicted below.

- 15°N divergence for easterly departures on North Runway; split divergence of 30°N and 75°N for westerly departures on North Runway, depending on ultimate destination of aircraft.
- Straight out on South Runway.



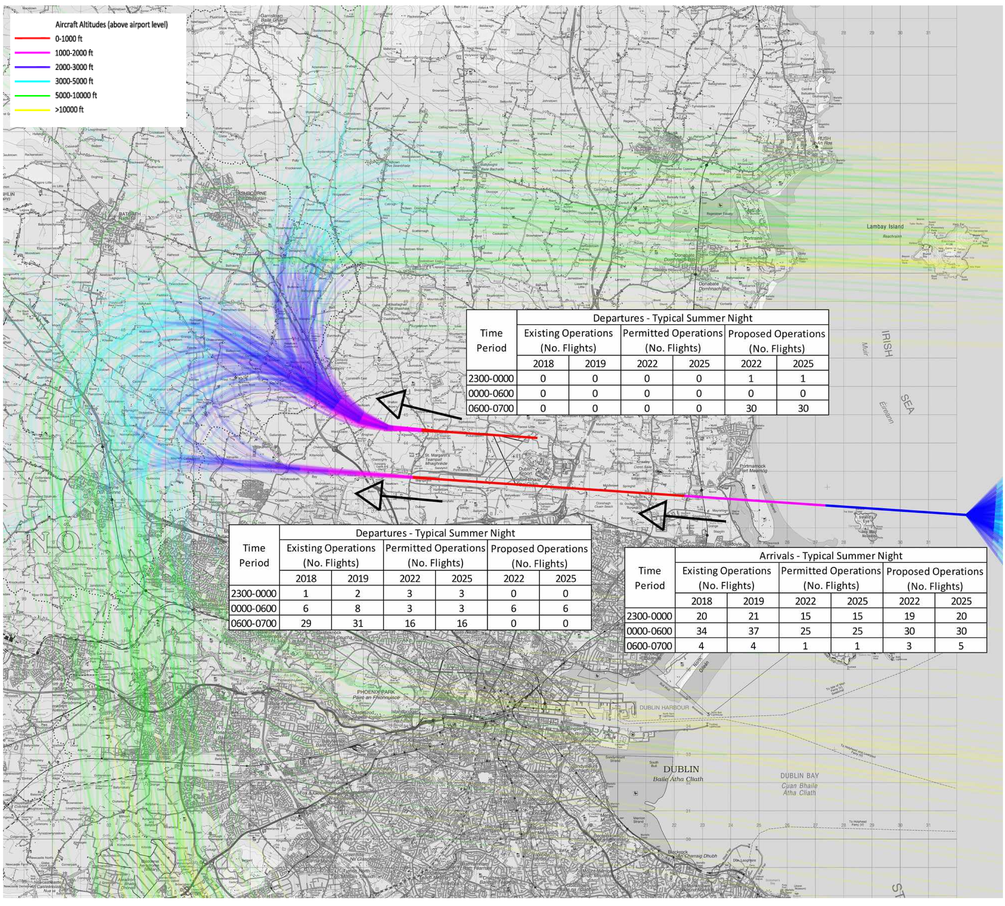
Flight Paths

Time Period	Arrivals - Typical Summer Night					
	Existing Operations (No. Flights)		Permitted Operations (No. Flights)		Proposed Operations (No. Flights)	
	2018	2019	2022	2025	2022	2025
2300-0000	0	0	0	0	19	20
0000-0600	0	0	0	0	0	0
0600-0700	0	0	0	0	3	5

Time Period	Arrivals - Typical Summer Night					
	Existing Operations (No. Flights)		Permitted Operations (No. Flights)		Proposed Operations (No. Flights)	
	2018	2019	2022	2025	2022	2025
2300-0000	20	21	15	15	0	0
0000-0600	34	37	25	25	30	30
0600-0700	4	4	1	1	0	0

Time Period	Departures - Typical Summer Night					
	Existing Operations (No. Flights)		Permitted Operations (No. Flights)		Proposed Operations (No. Flights)	
	2018	2019	2022	2025	2022	2025
2300-0000	1	2	3	3	1	1
0000-0600	6	8	3	3	6	6
0600-0700	29	31	16	16	30	30

Current forecasts indicate that the Relevant Action would consist of the forecasted movements as shown above. However, under the Relevant Action, North Runway may be used in easterly operations for a number of movements in the peak 0600-0700 hour as determined by Air Traffic Control.



Time Period	Departures - Typical Summer Night					
	Existing Operations (No. Flights)		Permitted Operations (No. Flights)		Proposed Operations (No. Flights)	
	2018	2019	2022	2025	2022	2025
2300-0000	0	0	0	0	1	1
0000-0600	0	0	0	0	0	0
0600-0700	0	0	0	0	30	30

Time Period	Departures - Typical Summer Night					
	Existing Operations (No. Flights)		Permitted Operations (No. Flights)		Proposed Operations (No. Flights)	
	2018	2019	2022	2025	2022	2025
2300-0000	1	2	3	3	0	0
0000-0600	6	8	3	3	6	6
0600-0700	29	31	16	16	0	0

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2300-0000	20	21	15	15	19	20
0000-0600	34	37	25	25	30	30
0600-0700	4	4	1	1	3	5

Current forecasts indicate that the Relevant Action would consist of the forecasted movements as shown above. However, under the Relevant Action, the existing South Runway may be used in westerly operations for departures in the peak 0600-0700 hour as determined by Air Traffic Control.

Details of the noise assessment for the Relevant Action are presented in the EIAR.

Assessment and Proposals

Planning permission for North Runway was granted in 2007 when aircraft noise and aviation regulations were very different. Aircraft have become significantly quieter since then and the ways of measuring and mitigating noise have also changed considerably.

International best practice on noise management at airports focuses on what is known as the 'Balanced Approach' which was adopted by the ICAO (International Civil Aviation Organization) Assembly in 2011.

A detailed Balanced Approach Assessment Report and an Environmental Impact Assessment Report were prepared for our planning application and encompass assessments of a broad range of issues including, amongst others, Noise and Vibration, Air Quality, Climate and Carbon, Population and Human Health and Hazard/Third Party Risk. The assessments focus on the comparison between the future permitted baseline and the proposed operational scenario related to changes to Conditions 3d and 5. For noise assessment, we have also compared the proposed scenario against the noise situation that existed in 2018.

The Balanced Approach provides a methodology for helping to reduce noise through measures that can be classified into four principal elements, namely (1) reduction of noise at source; (2) land-use planning and management; (3) noise abatement operational procedures. Only when these three elements have been exhausted can [4], operating restrictions, be considered.
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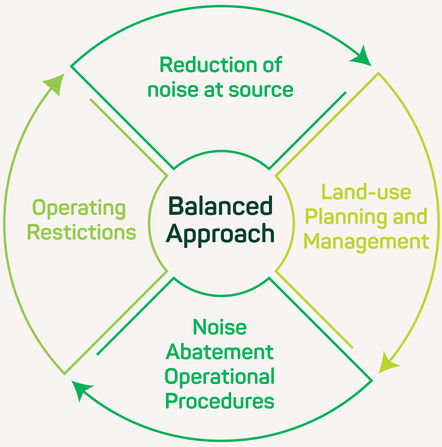

The four pillars are used to enhance noise management in the environment and are applied on a case-by-case basis, taking into account the specifics of each airport, whilst recognising the importance of achieving a careful balance between the interests of enabling growth at airports while managing noise effects.

Dublin Airport has benefitted from a far-sighted land-use planning process that has kept the approaches to the runways largely clear of development. Compared to other international airports, we have significantly fewer people living close to the airport under the flight paths, which means that land-use planning has been largely effective to date. These land-use plans are managed by the local council via the County Development Plan and the statutory planning process.

Along with our airport stakeholders, we have implemented a wide range of operational procedures to minimise noise. These include flight noise abatement procedures for take-off and landing, and adherence to environmental corridors, continuous descent and restrictions on reverse thrust and ground run-up.

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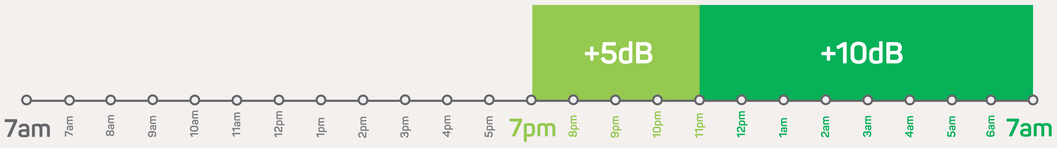
Noise Assessments

The assessment of aircraft-related noise relies on the modelling of noise levels. This has been carried out using the noise modelling software produced by the Federal Aviation Administration (FAA), the Aviation Environmental Design Tool (AEDT). This industry standard software evaluates aircraft noise in the vicinity of airports based on aircraft type, operation, route, and flight profile, as well as taking into account local terrain. This software is used to produce noise contours and to predict noise levels at specific locations. The model has been validated by taking into account the measurements recorded by Dublin Airport's Noise and Flight Track Monitoring System (NFTMS).

Our candidate Noise Abatement Objective (cNAO) aims to limit the impact of aircraft noise. Our proposed amendments impact night-time operations only; there is no change to day-time operations as consented under the original planning permission in 2007. We have modelled the baseline and future noise contours using Lden and Lnight metrics.

Lden takes into account the annual activity throughout the 24-hour period, with a 5dB penalty applied to noise in the evening (7pm to 11pm) period. The key effect linked with this metric is annoyance.

Lnight takes into account the annual activity during the night (11pm to 7am) period, with a 10dB penalty applied to noise in that period.



In aircraft movement terms, the effect of the weightings is equivalent to more than trebling the number of aircraft movements during the evening period and multiplying by 10 the number of movements at night.

Lden and Lnight contours help articulate the effect of aircraft noise on health and quality of life and are the primary metrics used in the Balanced Approach Assessment and Environmental Impact Assessment reports. 50dB and 55dB Lnight and 55dB and 65dB Lden contours are available in high resolution at the Resource Table in the Virtual Information Room.

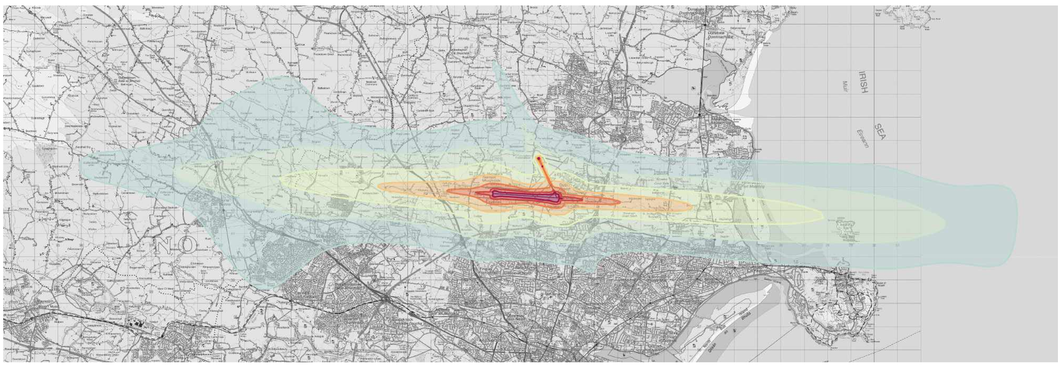
In addition, for indicative purposes, we have also produced noise level contours to the lower thresholds of 40dB Lnight and 45dB Lden. Absolute noise impacts for residential receptors have been developed against the following effect scale:

Air Noise Impact Criteria (absolute) – Residential

Scale Description	*Annual dB L_{den}*	*Annual dB L_{night}*
Negligable	<45	<40
Very Low	45 - 49.9	40 - 44.9
Low	50 - 54.9	45 - 49.9
Medium	55 - 64.9	50 - 54.9
High	65 - 69.9	55 - 59.9
Very High	≥70	≥60

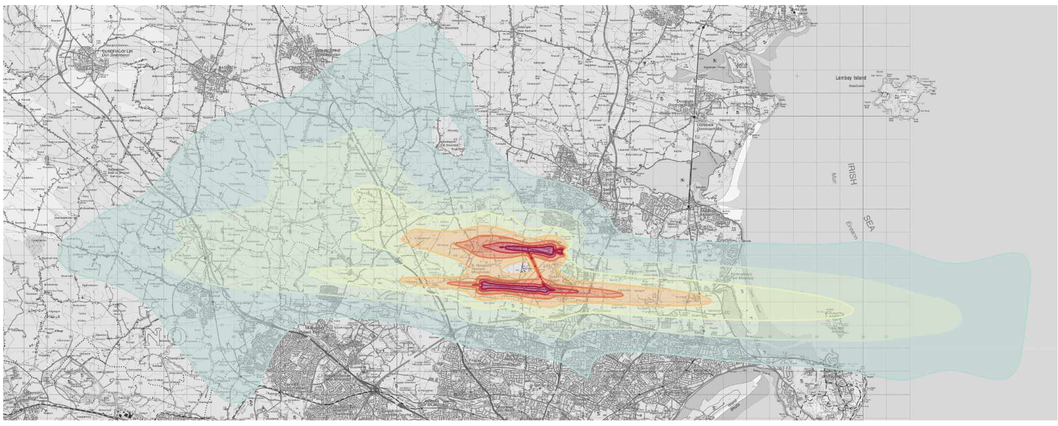
Noise Contours

Below are the projected noise contours which depict the situation that would pertain if the existing restrictive planning conditions were applied (predicted future baseline), along with the predicted outcome if the conditions were amended and replaced as we propose (Relevant Action).



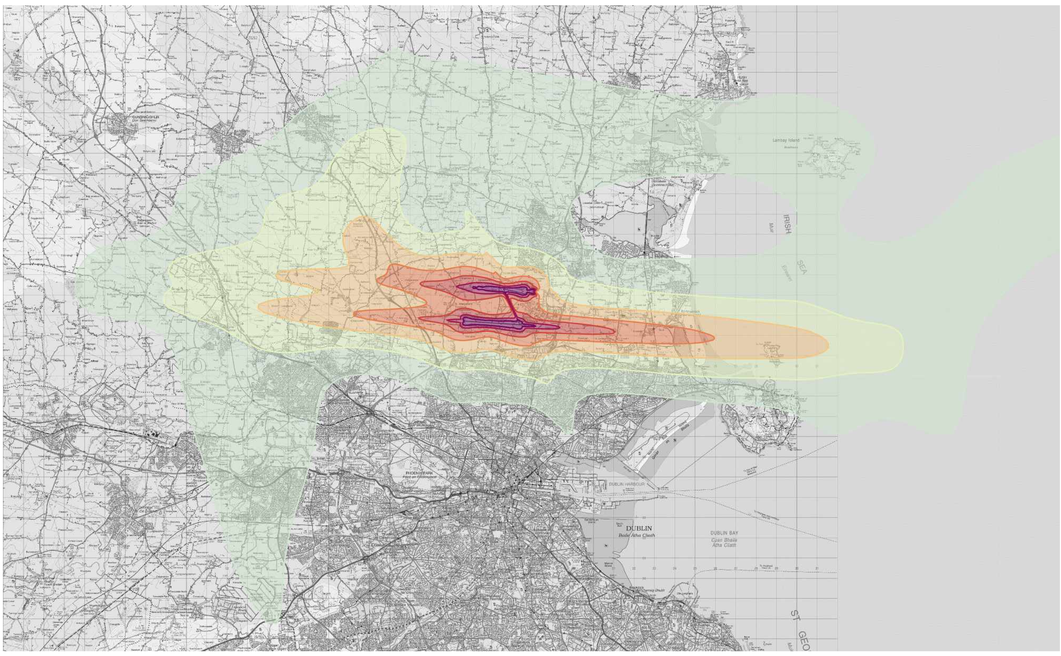
Predicted 2025 Baseline L_{night} Noise Contours

- 40 - 44 dB(A) L_{night} (very low)
- 45 - 49 dB(A) L_{night} (low)
- 50 - 54 dB(A) L_{night} (medium)
- 55 - 59 dB(A) L_{night} (high)
- 60 - 64 dB(A) L_{night} (very high)



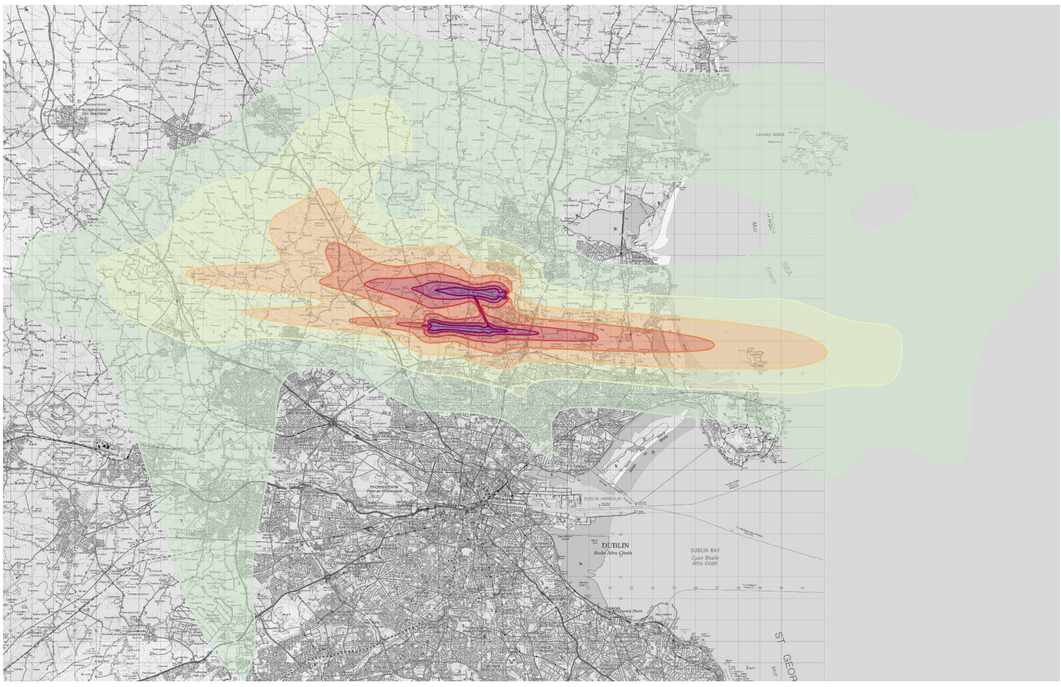
Predicted 2025 Relevant Action L_{night} Noise Contours

Noise Contours



Predicted 2025 Baseline L_{den} Noise Contours

- 45 - 49 dB(A) L_{den} (very low)
- 50 - 54 dB(A) L_{den} (low)
- 55 - 59 dB(A) L_{den} (medium)
- 60 - 64 dB(A) L_{den} (medium)
- 65 - 69 dB(A) L_{den} (high)
- 70+ dB(A) L_{den} (very high)



Predicted 2025 Relevant Action L_{den} Noise Contours

Our Balanced Approach Measures

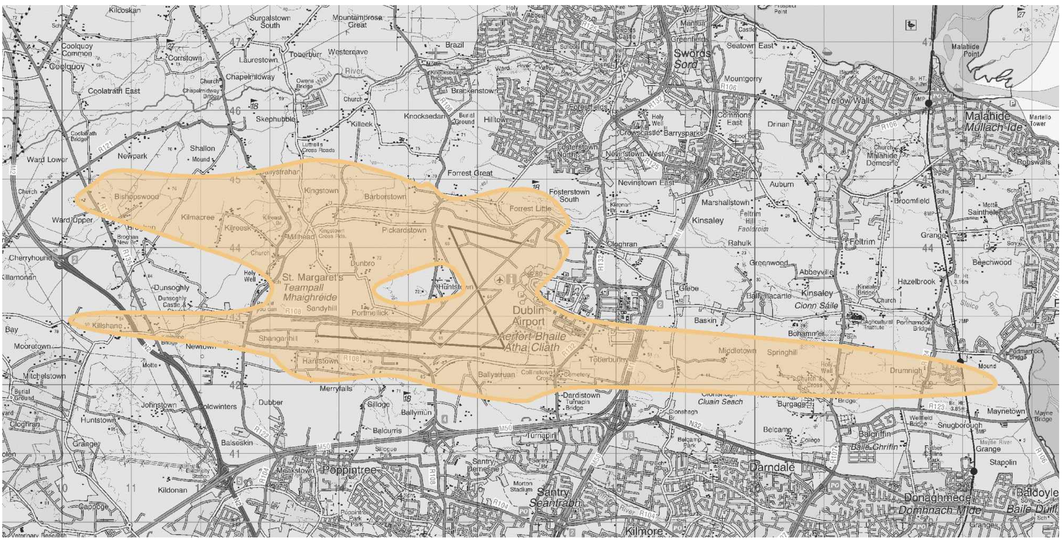
The following Balanced Approach measures are proposed, or where specified, are being implemented or have been implemented.

Reduction of noise at source	• Incentivise fleet modernisation rate through the introduction of noise charges. A proposal on night noise charges is under discussion with the airlines at present, after which a timeline for its introduction will be agreed.
Land-use planning and management	• New noise zones to safeguard airport growth have been adopted by the local authority. • Continue existing day time insulation programmes for which over 200 local dwellings are eligible. • Introduce a new night-time insulation grant scheme of €20,000 per eligible dwelling within the 55dB Lnight contour, in addition to dwellings in the 50dB Lnight contour which will experience a +9dB increase in 2022 compared with 2018. Up to 350 dwellings could benefit from this proposal.
Noise abatement operating procedures	• 7b as preferred runway mode of operation. • Continue noise abatement arrival and departure procedures as per current operations.
Operating restrictions	• No use of North Runway between midnight and 6am (replacing condition 3(d)). • Introduce a noise quota count system and an enhanced noise monitoring framework (replacing condition 5).
Other	• Introduce Webtrak and additional noise monitoring terminals. • Continue our €10m Community Fund.

Further Information on Key Measures

Proposed Night-time Insulation Grant Scheme

In addition to Dublin Airport's existing insulation programmes, we are proposing a night-time insulation grant scheme of €20,000 per eligible dwelling within the 55dB Lnight contour. Dwellings in the 50dB Lnight contour which will experience a +9dB increase in 2022 compared with 2018 will also be eligible for this grant. Up to 350 additional dwellings could benefit from this proposal.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Air Quality Assessment

A detailed air quality assessment was undertaken as part of the EIAR. This concluded that our proposals are unlikely to generate any significant effects on air quality, with concentrations of all pollutants remaining well below the relevant limit values.

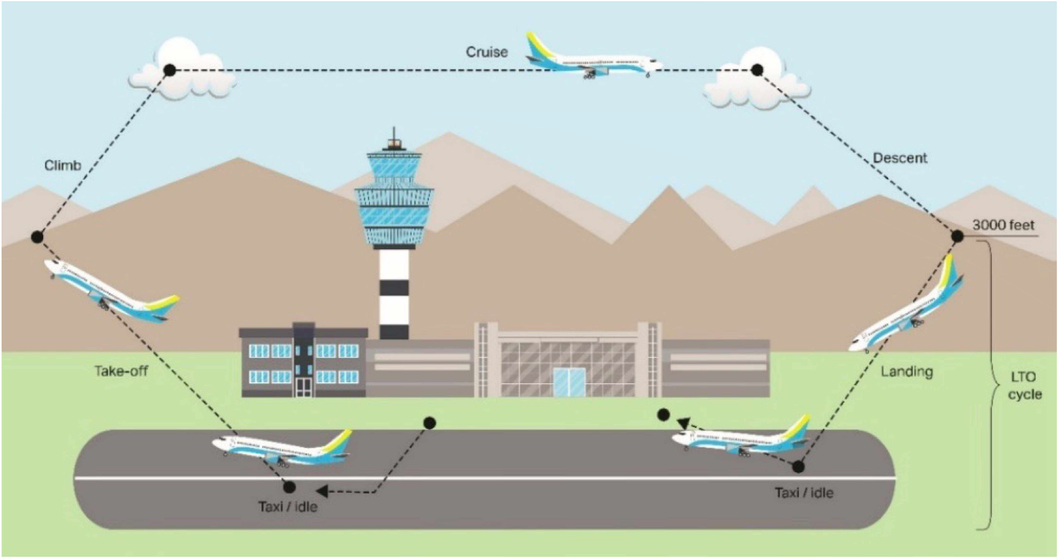
Dublin Airport covers a significant area - approximately two and a half thousand acres – with half its perimeter bound by two of the busiest motorways in the country - the M1 and the M50.

We carry out ambient air monitoring at Dublin Airport and the surrounding areas to ensure air quality is not affected by our activities, and quarterly reports are available on Dublin Airport's website.

Carbon Assessment

Our proposals require no new airport infrastructure so changes to emissions from buildings and assets are expected to remain similar to current operations, or reduce in line with daa's energy reduction targets.

Assessment pertaining to flight operations was based on projected Air Traffic Movements (ATMs) for 2022 and 2025, representing airport operations with and without the proposed amendments to the planning conditions. Emissions from ATMs have been calculated for each future scenario using the Aviation Emissions Calculator, based on specific flight schedules and aircraft mix for each of the assessment scenarios. Future efficiency gains due to new aircraft models have also been taken into account.



Air Traffic Movement (ATM) phases: Landing and Take-Off (LTO); Climb, Cruise and Descent (CCD).

Although there are additional emissions associated with the Relevant Action, the EIAR concluded that these are not significant in the context of overall national emissions. However, we recognise the need to control aviation emissions and details are presented of the national and international efforts in place to manage them.

daa's sustainability strategy aims to reduce resource consumption and any negative environmental impact on our surroundings. This translates into targets to reduce our carbon, energy and water footprints, increase the level of renewable energy, and reduce waste and harmful emissions.

Further information is available on Dublin Airport's website.

As part of our strategy, we aim to achieve Airport Carbon Accreditation (ACA) Level 3+ in 2020. This ACA system sets out key guidance on how airports should manage their carbon emissions and specifies, for Level 2 and above, that reduction targets need to be met in order to achieve accreditation. In this regard, plans are in place to reduce our ground emissions through measures such as:

- The implementation of our Low Emission Vehicle (LEV) policy. As part of this policy, daa has pledged to have all daa fleet vehicles LEV by 2024.
- The installation and planned installation of a range of energy-efficient lighting and heating facilities across the airport campus, including LED lighting in terminals, car parks and roads.
- The introduction of Fixed Electrical Ground Power units to replace fossil fuel-based auxiliary and ground power units that provide power to aircraft on contacts stands.
- Increased focus on energy-efficient design and implementation of construction projects.
- Procurement of green electricity since 2019.

In addition, daa has committed to a Net Zero Carbon target for its operations by 2050.

Since 2009, the aviation sector has had a common set of targets to mitigate CO_2 emissions from air transport, namely an average improvement in fuel efficiency of 1.5% per year from 2009 to 2020; a cap on net aviation CO_2 emissions from 2020 (carbon-neutral growth); and a reduction in net aviation CO_2 emissions of 50% by 2050, relative to 2005 levels. In addition, a new aircraft CO_2 emissions standard which will reduce the impact of aviation greenhouse gas emissions on the global climate will apply to all new aircraft type designs from 2020 and to aircraft type designs already in-production as of 2023.

In recognition of the need to help manage the growth in international aircraft emissions, agreement on a global Carbon Off-Setting and Reduction Scheme for International Aviation (CORSIA) was reached in ICAO in 2016. Ireland, as one of the 44 member states of the European Civil Aviation Conference, has made a declaration to adhere to the international scheme from its first implementation phase from 2021 which will enable carbon neutral growth from 2020 and, as such, will result in airlines paying to off-set their additional carbon emissions through the purchase of carbon credits. daa fully supports the adoption of such a scheme as it should promote behavioural change and a constant focus on reducing emissions over time.

Next Steps

- We lodged our application with the Planning Authority, Fingal County Council, in December 2020, accompanied by our EIAR and other relevant documents.
- The application and relevant documentation can be viewed at the Resources Table in our virtual portal or on our North Runway website (www.northrunway.ie).
- The application can also be viewed at the Planning Authority's offices in Swords and Blanchardstown and on their website (www.fingal.ie).
- Observations can be made to the Planning Authority within the period it has specified.
- Fingal County Council will refer the noise elements of the application to ANCA which will publish its draft noise determination in due course and undertake a 14-week public consultation, during which time members of the public can provide feedback.
- ANCA's final noise determination will then issue to Fingal County Council and will be incorporated into the overall planning decision.
- Further information is available at www.northrunway.ie.
- We welcome any queries you may have by email to info@northrunway.ie or freephone 1800 804422.
- In addition to answering your individual queries by email and telephone, we will produce a FAQ document which addresses the key questions that you may have and this will be updated on a regular basis and will be available on the North Runway website.

North Runway

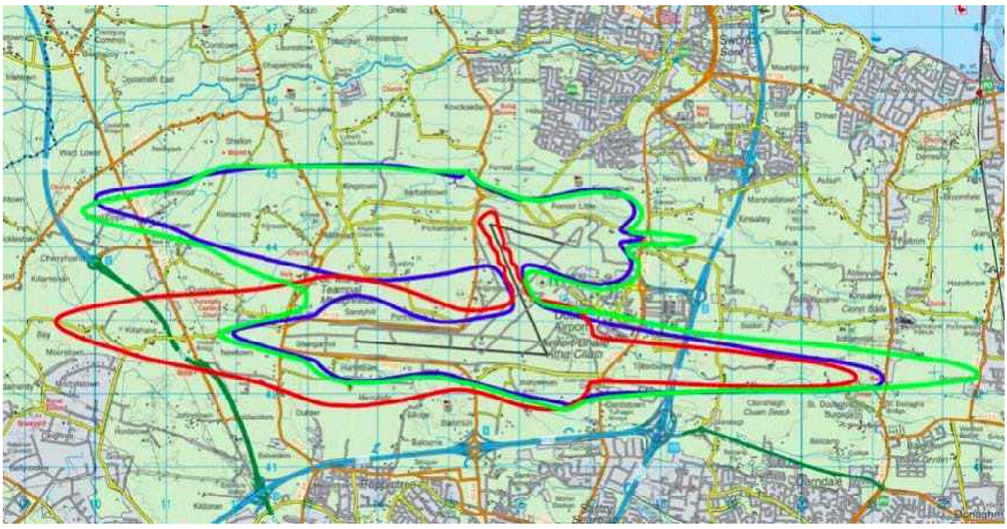
WORKING WITH OUR COMMUNITIES

DublinAirport

Working with our Communities

We are committed to being a responsible airport operator and to being a good neighbour. We have a long-standing track record of working and engaging with our local communities which we achieve through a variety of activities. We implemented several programmes to address conditions associated with North Runway's planning permission and have also voluntarily introduced several other community-based initiatives.

Insulation



Eligibility for inclusion in North Runway's residential insulation scheme is based on the projected 2022 63dB LAeq, 16-hours contour (blue line on map). In establishing the scheme, daa also undertook to have regard to the noise contour submitted to An Bord Pleanala in 2007 which encompasses a larger area and extends the insulation scheme to more homes (green line). As a result, over 40% more dwellings are eligible to benefit from that insulation scheme.

Additionally, in 2017, daa voluntarily launched a separate Home Sound Insulation Programme based on the 2016 63dB LAeq,16-hours contour and this provided insulation to over 70 additional local houses (red line). Taking all programmes together means that over 200 local houses are eligible for free insulation – three times more properties than we are conditioned to insulate. Over half of the consenting properties are already complete.

Should our proposed planning application be successful, the next grant-based phase of our insulation proposals could increase the overall number of local households benefitting to almost 550.

In addition to the residential insulation programmes, we have also completed works on our School Insulation Scheme in which participating local schools are benefitting from glazing and/or ventilation measures.

Residential Purchase Scheme

Following extensive engagement with eligible residents, their representatives, Fingal County Council and its advisors, several significant enhancements were made to the draft Voluntary Dwelling Purchase Scheme, and it received approval from FCC in 2016.

Eligibility is based on the predicted 2022 69dB LAeq 16-hour contour. Although only five houses are located in this contour, daa has voluntarily extended participation to a further 33 households, thus honouring earlier commitments and having regard to the contours used in the original planning application.

Offers to purchase include a 30% premium on the current market value which is based on prevailing operations at Dublin Airport and so valuations will not be affected by the new runway. Eligible homeowners can have their properties independently valued at daa's cost, and daa will also provide allowances for conveyancing, tax advice, stamp duty and moving costs.

Noise and flight track monitoring results will be used to re-evaluate noise impacts and the application of mitigation measures every two years. The scheme will remain available for three years after North Runway is operational, and homeowners continue to be eligible to participate in the Voluntary Residential Noise Insulation Scheme.

Community Fund

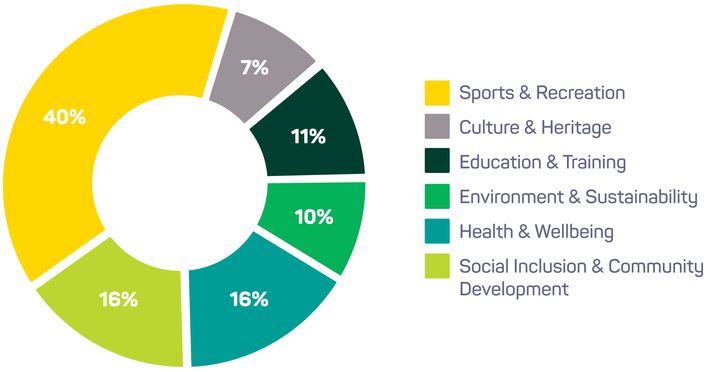
For decades, Dublin Airport has been a supporter of community activities, promoting development in education, literacy, sports and the arts. In 2017, we launched a new €10 million Community Fund that will expand and continue this important work and offer additional support for many more local initiatives.

The Dublin Airport Community Fund, which builds on our current activities, invests €400,000 per year, every year over 25 years, in local projects focussed on areas such as environment and sustainability, sports and recreation, education and literacy, social inclusion and community development, health and wellbeing, and culture and heritage. It also supports students from socio-economically disadvantaged backgrounds to attend DCU via its Access Programme.

The fund supports community-led projects in the immediate vicinity of Dublin Airport and communities which are located under a flight path. The design of the fund, both geographically and in terms of the type of activity that is being supported, was agreed following consideration of detailed feedback from North Runway's second public consultation process. All applications are assessed by an independent panel.

To date, over 480 local community projects have shared over €1 million of allocations from the Community Fund.

Allocation of Funds by Project Category



Considerate Construction

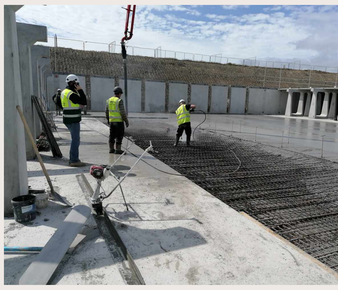
North Runway's first phase contractor, Roadbridge, was honoured with a Gold Award in 2018 in recognition of its initiatives as part of the Considerate Constructor Scheme, a key element of which is protecting the environment.

A comprehensive Environmental Plan was developed for the project and every effort is made to undertake works in the most environmentally-friendly manner.

Materials generated from site works are reused or recycled. During the first construction phase, timber by-products were mulched and used in power generation and logs for firewood were donated to members of the local community.

We also carried out extensive archaeological investigations of North Runway's site which involved excavation and analysis by a dedicated team of archeologists over an 18-month period.

Whilst removal of trees and hedgerows was necessary to make way for the new runway, this was undertaken during the appropriate time of year to protect nesting birds and other species. In addition to an extensive planting programme of specially-selected native trees and hedges at lands adjacent the runway and alongside the two new viewing areas, we also purchased and planted 20 acres of compensatory habitat at Thornton Hall, near Kilcoskan in North County Dublin, which will provide new habitats for wildlife.



We have also funded a new all-weather pitch for the Ward Valley Regional Park.

Local Employment Initiative

Dublin Airport is the biggest economic engine and employer in Fingal, supporting over 19,000 direct and 130,000 indirect jobs.

In order to provide as much local employment as possible on the construction of North Runway, we teamed up with Empower, a local employment company which utilises cross-government agencies and services including the Department of Social Protection, INTREO, TÚS and Obair. One of Empower's primary aims is to respond to unemployment and social exclusion through appropriate services and programmes, and North Runway was seen as an ideal vehicle to deliver that objective.

Several information events were held in local communities across Fingal, and interested candidates had an opportunity to meet with daa and the contractor at a special workshop in Dublin Airport where they discussed the project and potential roles. Candidates received training or assistance in renewing permits and licences which assisted in preparing them to return to employment.

Now, with construction well advanced, over 900 people have been engaged on the project including 100 from Fingal and over 70 from local communities adjacent the airport such as Finglas, Santry and Ballymun. A further 100 staff rent accommodation in Fingal with many of the subcontractors' 300 staff also renting or utilising local hotels and B&Bs. Over 100 candidates were put forward by Empower, and over half have secured employment thus far, with many of these at Dublin Airport. The initiative received the Fingal Chamber Best Community Involvement award in 2019.