

Údarás Aerfort Bhaile Átha Cliath
Príomhoifig: Aerfort Átha Cliath, Éire.

T: 353 1 814 1111
F. 353 1 814 4120
www.dublinairportauthority.com

Meeting Minutes

Dublin Airport Authority
Head Office: Dublin Airport, Ireland.

MEETING: Dublin Airport Environmental Working Group

LOCATION: Air Traffic Control Centre, Dublin Airport

ATTENDEES: Dr. Danny O'Hare, Chairperson
Helena Merriman, St. Margaret's Concerned Residents
Caroline Molloy, Santry Community Resource Centre
Gerry Duggan, Malahide Community Forum
David Kelly, Portmarnock Community Association
John Harris, St. Margarets The Ward Residents Association
George Mongey, Swords Tidy Town
Councillor Anne Devitt
Myles Caulfield, River Valley & Rathingle Residents Association
Andrew Smith, Offington Residents Association
Maura Cassidy, daa
Martin Doherty, daa
Ciaran Moore, daa
Emer Tierney, daa
Peter Henson, BAP

APOLOGIES: Máire O'Brien, Portmarnock Community Association
Matthew McAllesse, Fingal County Council
Councillor Brian McDonagh
Paul McCann, Irish Aviation Authority
Sandra Curtin, Royal Oak Residents Association
Siobhan O'Donnell, daa

DATE: 7th December, 2016



No.	Item	Responsible
1.	The minutes of the previous meeting were approved and signed by the Chairman	
2.	Following a request from Andrew Smith at the last meeting Maura Cassidy circulated an extract from AIP Ireland (Aeronautical Information Publication) on the noise abatement procedures at Dublin Airport.	
3.	Danny O'Hare advised people that if they had any queries following the meeting to send a note to himself and Maura Cassidy who would arrange to get them answered. He said that people did not have to wait until the next meeting to raise any queries they may have.	
4.	Peter Henson from Bickerdike Allen Partners made a presentation on airport noise monitoring. David Kelly requested that the presentation be circulated. In reply to a question from Danny O'Hare on what is the noisiest part of take-off Peter Hanson replied that it is beneath and the side of the runway as the aircraft lifts off. As it climbs the noise footprint reduces.	Maura Cassidy

No.	Item	Responsible
	<p>John Harris asked if reverse thrust affects the level of noise. In reply Martin Doherty said that it is included in AIP Ireland that safety over-rides everything else but reverse thrust is discouraged between 23.00 and 06.00 hours.</p> <p>In reply to Myles Caulfield's question that if an area is located at the same altitude as the runway is it more affected by aircraft on take-off. Peter Henson said that the effect could be slightly higher but it very much depends on the ground circumstances.</p> <p>There was a lengthy discussion on how the noise trigger value is set for the permanent monitoring stations and if all aircraft trigger the monitors. John Harris asked why checks could not be carried out on Sunday mornings when there is very little road traffic.</p> <p>Peter Henson explained that an exercise had been carried out to check the correlation level from January to June 2016 and it was at 90% which is very good. He went on to say that it is not only aircraft noise that is taken account of at the monitors but that all noise is recorded but aircraft noise events are correlated with aircraft movement data to give breakdown of individual aircraft events at each noise terminal. He also explained noise indices and studies carried out in the field on the perception of noise.</p> <p>David Kelly asked how many peak events would there be.</p> <p>Gerry Duggan asked for a distribution curve of Lmax by day and by night.</p> <p>Martin Doherty said that he would take this request away and that it would be included with similar requests made at the last meeting of St. Margaret's Community Liaison Group meeting.</p> <p>In reply to Danny O'Hare's question on whether the 69dB contour takes account of the maximum and minimum levels Peter explained that it is an average of the noise over a 92 day period from June to September which is the busiest time at the airport.</p> <p>In reply to Gerry Duggan's query on what is the international practice with regard to the night period insulation Peter stated that it varies from airport to airport as per the Consultation materials presented at the public events for the North Runway a level of 55dB would be a typical eligibility criteria for offering insulation mitigation at some airports.</p> <p>.</p> <p>In reply to John Harris's request for a report on the noise for the busiest three months, June to September Martin Doherty replied that it is planned initially to produce</p>	<p>Martin Doherty</p>

No.	Item	Responsible
	<p>reports for six month periods. The busiest three month period is included in the development of noise contours.</p> <p>In reply to Helena Merriman's question on what noise is likely to be like at monitoring stations 3 and 4 (where there is no runway at the moment) when North Runway is built Peter Henson said that for station 3 (west of North runway) noise would be similar to that at station 1 now (west of Runway 10/28) although there would be differences due to flight paths etc. NMT 4 (east of North runway) the noise would not be similar to location 2 now (east of runway 10/28). This was due to the mode of operation 7B.</p> <p>Martin Doherty confirmed that an EIS is being produced for the change to permitted operations at Dublin airport. The aim is to complete the work for the EIS by end Q1 2017.</p> <p>In reply to David Kelly Martin Doherty confirmed that it is daa and not Irish Aviation Authority that is producing the noise contours for the EIS.</p> <p>George Mongey asked that as the airport gets busier will it get noisier. Peter Henson replied that it will depend on where you are but the new runway will facilitate more movements.</p> <p>Myles Caulfield commented that the London Borough of Hounslow have now said that 55dB Lden should trigger the suite of mitigation measures.</p> <p>Peter Henson explained that the index that is being used to measure noise, Lden, is not comparable with what is used at Dublin. He went on to say that mitigation schemes in the UK are tiered with some households getting insulation and others getting varying sizes of grants.</p> <p>Myles Caulfield said that there is a huge difference between the contours being shown on the Noise Zone maps by Fingal County Council and Dublin Airport insulation scheme contours.</p> <p>David Kelly asked if the noise contours shown as part of the County Development Plan take the 15° divergence into account.</p> <p>Anne Devitt explained that the contours shown by Fingal County Council are for land use planning purposes.</p> <p>David Kelly asked if there were any plans to introduce Webtrack.</p> <p>Martin Doherty said that it was being looked at as part of the EIS. However, it would have to be done in conjunction with the Irish Aviation Authority.</p>	

No.	Item	Responsible
5.	<p>Ciaran Moore went through the noise complaint report. In reply to a query from George Mongey Ciaran Moore explained the procedure for investigating noise complaints.</p> <p>John Harris commented that there are no financial penalties.</p> <p>Martin Doherty explained that as part of the Environmental Impact Statement associated with the North Runway Change of Permitted Use various noise mitigation options are being considered.</p> <p>A discussion followed on what happens in the UK and specifically in relation to departure noise limits and fines for off-track aircraft. Community reps felt that these should be considered at the airport</p> <p>It was stated that it may not be possible for daa to issue fines to off-track aircraft under current legislation. Danny O'Hare said that perhaps the community groups should consider speaking to political representatives if change to legislation would be possible or desirable for this purpose.</p> <p>In reply to Gerry Duggan's question about reports showing Lmax Martin Doherty said that he would take this request away.</p> <p>Andrew Smith listed a flight that took off in Scotland and overflew Ireland that was very noisy. He is to email details to Maura Cassidy.</p> <p>A discussion followed on surface access and the development of Cork Airport.</p> <p>Anne Devitt said that any issues with traffic should be referred to Fingal County Council.</p> <p>Danny O'Hare said that Fingal County Council are a core participant of this group but they must be at the table. He will feed back to the Chief Executive of Fingal County Council the importance of having a representative at the meeting.</p>	<p>Andrew Smith</p> <p>Danny O'Hare</p>
6.	<p>Martin Doherty went through the air quality report.</p> <p>David Kelly asked why pm 2.5 was not reported on. Martin Doherty said that the Environmental Protection Agency monitor that and it is not a requirement for Dublin Airport to monitor. There is also an assessment of odour being carried out as part of the EIS.</p> <p>In reply to David Kelly's query on how far out aircraft have to be if they dump fuel he was advised to contact the Irish Aviation Authority.</p> <p>Myles Caulfield commented that people living in Kinsealy see light distortion from fuel burn.</p>	

No.	Item	Responsible
	<p>Andrew Smith said that kerosene can be smelt up to 8 kilometres from an airport.</p> <p>In reply to George Mongey on where Dublin Airport are on the index said that Dublin Airport are good on the EPA index.</p>	
7.	<p>Martin Doherty went through the surface water quality report.</p> <p>In reply to Andrew Smith's query on whether the water just flows into the sea Martin Doherty replied that they are governed by habitat regulations.</p>	
8.	<p>Danny O'Hare thanked Peter Henson for the presentation and daa for the very good reports and answers provided.</p>	
9.	<p>Maura Cassidy to issue list of dates for meetings in 2017.</p>	Maura Cassidy