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daa  
Head Office: Dublin Airport, Ireland.

## Meeting Minutes

**MEETING:** Dublin Airport Environmental Working Group

**LOCATION:** Air Traffic Control Centre, Dublin Airport

**DATE:** 14<sup>th</sup> March 2018

**APOLOGIES:** Cllr. Anne Devitt, Fingal County Council  
Gerry Duggan, Malahide Community Forum  
Matthew McAleese, Fingal County Council (Cathaldus Harten)  
Caroline Molloy, Santry Community Resource Centre  
Paul McCann (Darren Pollard)  
Siobhan O'Donnell, daa  
Ciaran Moore, daa



### ATTENDEES:

Name	Position/Organisation	Initial
Dr. Danny O'Hare	Chairperson	Chair
Cathaldus Harten	Fingal County Council	CH
Patrick Fagan	Santry Residents Association	PF
David Kelly	Portmarnock Community Association	DK
Darren Pollard	Irish Aviation Authority	DP
Helena Merriman	St. Margaret's Concerned Residents Group	HM
George Mongey	Swords Tidy Towns	GM
John Harris	St. Margaret's The Ward Residents Group	JH
Andrew Smith	Offington Residents Association	AS
Myles Caulfield	Rivervalley Rathingle Residents Association	MCa
Sandra Curtin	Royal Oak Residents Association	SC
Maura Cassidy	daa	MC
Bernie McNally	daa	BMcN
Mary Kerins	daa	MK
Emer Tierney	daa	ET

No.	Item	Responsible
1.	Chair requested approval of Meeting Minutes dated 8 <sup>th</sup> November 2017; no objections raised; Minutes approved by Chair	
2.	<p>Chair requested an update on matters arising from the previous meeting; MC responded to a number action items that were assigned to daa:</p> <ul style="list-style-type: none"> <li>• The junction at the St Margaret's Bypass was approved by FCC; if a further footpath is required, this would be a matter for FCC</li> <li>• Further follow up required on SEL/Lmax issue. More information regarding this query would be circulated to the group in the next week</li> <li>• daa is continuing to liaise with the EPA regarding the re-location of one of the air quality monitoring stations. As soon as there is a further update regarding its location, the group will be informed</li> <li>• A copy of the summary of the key points of the Water Framework Agreement was provided to the group prior to the meeting and also a hard copy during the meeting</li> <li>• daa was not able to trace anything specific to the spike in M1 levels</li> <li>• That FAA guidance is currently used for solar panels in the vicinity of airports</li> </ul>	<b>MC</b>
3.	<p>MC presented an update on behalf of daa; attendees raised a number of queries in relation to the information presented:</p> <ul style="list-style-type: none"> <li>• <b>PF</b> queried where food waste from aircraft is disposed of; noted that the smart bins were a great idea; MK stated that it is designated as Category 1 waste and that it is incinerated or buried in deep landfill; airlines have a contract to dispose off-site, so it is not added to Dublin Airport's waste; the supplier for the Airport's waste is audited regularly; looking to improve recycling; more information should be provided in the future regarding the positive initiatives at the airport; ET stated that the Department of Agriculture is responsible for inspecting the airlines performance</li> <li>• <b>PF</b> queried if Elected Representatives from his area could be added to the group; Chair stated that if he wrote to daa regarding this matter, it could be brought up at the next meeting</li> <li>• <b>SC</b> queried if the Community Fund details were online; MC stated that they were on the <a href="http://www.dublinairport.com">www.dublinairport.com</a> website</li> <li>• <b>DK</b> queried if there was a prize for the battle of the book competition; MC noted that while there was no prize, a number of workshops were organised with the schools involved.</li> <li>• <b>JH</b> queried if the addition in transit passengers would impact on the 32m passenger cap; MC stated that this cap is related to surface access, which transfer passengers do not impact</li> </ul>	
4.	<p>MC presented a Noise and Flight Track Monitoring update on behalf of daa; attendees raised a number of queries in relation to the information presented:</p> <ul style="list-style-type: none"> <li>• <b>MCa</b> queried the sizeable increase in the number of complaints in 2018; MC stated that in order to accurately analyse this increase in complaints, the runway that was in use at the time would have to be looked at; RWY 34 may not have been in use as much in Jan 2017 compared to Jan 2018; weather and wind conditions required the use of RWY 34 this year; there is a commitment from the IAA that RWY 16 is the preferential runway and that the number of complaints would expect to reduce on completion of the overlay project; the report on runway usage would be provided</li> <li>• <b>PF</b> stated he had received an email from a member of the public, which included the addresses of others, with an original email from MC; MC noted that all email</li> </ul>	<b>MC</b>

	<p>addresses are blind copied for data protection reasons; that the email in question was not sent by daa and that the IT team are currently investigating how this could have happened.</p> <ul style="list-style-type: none"> <li>• <b>PF</b> queried why are complaints being made and reports being produced if the noise is not getting any better; Chair noted that people expect to be informed with this information; MC stated the complaints process was noted in the last Community Newsletter; MK noted that aircraft are constantly being re-designed for noise improvements; all feedback is provided to airlines and manufacturers via conferences; also brought to DAOPG group where procedures have been adopted in order to reduce noise and encourage aircraft to stay on their predefined paths; data and mitigation plans are published in interest of transparency and honesty</li> <li>• <b>DK</b> queried when Web Trak would be introduced; MC stated that CM noted at the last meeting that discussion is ongoing with IAA and once there is an update the group will be informed.</li> </ul>	
5.	<p>MK presented the Air Quality Report. Attendees raised a number of queries in relation to the information presented:</p> <ul style="list-style-type: none"> <li>• <b>GM</b> queried if the weather conditions would reduce the levels recorded; MK stated that yes, however the effect is correlated with many variables and that wind might be a mitigating factor; there are higher numbers closer to roads; which is a greater factor than aircraft; ET stated that the monitoring stations are located in the direction of prevailing winds, in order to pick up impurities from the airport and that Met Éireann reports are compared to activities on certain days in order to check wind direction; MK noted that it is not known yet if the snow had any impact on readings, but that this information could be provided at the next meeting</li> <li>• <b>JH</b> queried if the numbers would expect to increase with more flights; MK noted that despite more passengers there has not been much of an increase in results</li> <li>• <b>PF</b> stated that his association is affected by traffic; MK noted that there is a National Policy on alternative fuels in order to move towards low emissions</li> <li>• <b>PF</b> stated that airside busses do not turn off their engines when the drivers leave the bus; MK noted that this is currently being looked at</li> <li>• <b>MCa</b> queried if an air quality monitor could be fitted at the bus terminal; MK noted that while there is only 1 mobile monitor, this option could be considered</li> </ul>	
6.	<p>MK presented the Surface Water Quality Report:</p> <ul style="list-style-type: none"> <li>• <b>GM</b> queried the time frame for measuring the readings; ET stated that if levels of certain elements such as TPH and COD are high they are automatically immediately assessed further in order to establish a cause</li> <li>• <b>PF</b> queried if the map with a bigger legend could be provided; MK stated that this would be circulated to the group</li> </ul>	MK
7.	<p>CH provided an update on airport planning applications on behalf of Fingal County Council</p> <ul style="list-style-type: none"> <li>• <b>MCa</b> queried if the 4 and 5 storey extensions to hotels could affect the airport; CH noted that all applications had been assessed in line with planning guidelines</li> <li>• <b>PF</b> queried if solar panels adjacent to the airport were refused permission; MK stated that there was a small solar farm that powers the water reservoir; that a glint and glare study had been completed; that there are solar farms around a number of airports</li> <li>• <b>JH</b> queried if hotels could fit solar panels on top; DP stated that the impact of each case would have to be assessed</li> </ul>	

<p><b>8.</b></p>	<p>AOB:</p> <ul style="list-style-type: none"> <li>• <b>MC</b> stated that further to a call with the SEAI regarding the Sustainable Energy Communities they wished to attend the next meeting in order to explain what is available to individuals</li> <li>• <b>PF</b> queried the number and locations of water fountains in the airport; ET stated that there were 36, all airside; currently looking at providing map with locations</li> <li>• <b>MCa</b> questioned when the EIS would be published; MC stated that Primary Legislation was needed to set out the process; CH noted that a formal announcement is required before Fingal County Council can adopt the role</li> <li>• <b>HM</b> queried the status of the 32m CAP project; MC stated that a reply from An Bord Pleanala was due and as soon as there was a further update the group would be informed</li> <li>• <b>PF</b> queried the use of 16/34 on opening of North Runway; DP stated that on days when there is a wind from the south east, RWY 28 is not safe to use; if the crosswind runway was removed, there would be no runway to use; therefore the intention is to keep the runway; MC stated that the use of 16/34 is referenced in the planning conditions and that she would forward a copy to PF</li> </ul>	<p><b>MC</b></p>
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**Next Meeting Wednesday 13<sup>th</sup> June**