



# Update

30<sup>th</sup> May 2019



# daa Actions from Previous Meetings

No	Action	daa Response
1.	<b>Facilitation of further discussions on air quality with relevant experts</b>	<ul style="list-style-type: none"><li>• Air quality presentation provided by M. Kerins, Head of Health and Safety, Sustainability and Environment Department, daa (May 30, 2019)</li></ul>
2.	<b>Provision of two large scale maps of the insulation contours</b>	<ul style="list-style-type: none"><li>• Relevant maps provided to St Margaret's The Ward Residents Group representatives on April 29, 2019</li></ul>
3.	<b>Issue invitation to IAA to attend CLG to present information on flight paths and noise complaints</b>	<ul style="list-style-type: none"><li>• Invitation issued and presentation made by P. McCann, IAA (May 30, 2019)</li></ul>
4.	<b>Follow up on land query made by BO'D</b>	<ul style="list-style-type: none"><li>• BO'D contacted directly in relation to this matter</li></ul>

## Response to Queries Received from St. Margaret's The Ward Group (May 18, 2019)

No	Action	daa Response
1.	<b>Can Fingal County Council confirm if they have approved the insulation package as given to the residents?</b>	<ul style="list-style-type: none"> <li>Query directed to Fingal County Council</li> </ul>
2.	<b>What additional requirements are being proposed for those affected by night flight noise particularly in summer time when windows must be left open? The current provision is for day time noise and does not include for this?</b>	<ul style="list-style-type: none"> <li>It should be noted that current provisions are not for day time noise; they are for noise in the 63dB day contour.</li> <li>Almost all dwellings that are situated within the 55dB night contour are covered within the current catchment of the insulation schemes; this means that the mitigation measures currently being implemented will also address night time noise in those contours.</li> <li>As is the norm in other noise insulation schemes, air conditioning and heat exchange ventilation systems are not included as part of the programme. However, acoustic vents will be provided, to ensure adequate background ventilation is achieved in accordance with Part F of the building regulations, whilst also ensuring a good degree of noise insulation.</li> <li>As part of the programme, participants can choose between passive and mechanical acoustic vents, details of which were issued with individual Statements of Need and samples of which were available at the insulation information meetings.</li> </ul>
3.	<b>How much is being spent on the insulation scheme, what is being spent on each school and what is the budget allowed for each home?</b>	<ul style="list-style-type: none"> <li>The total budget for North Runway is €320m. A breakdown of spend on the insulation schemes for schools and homes will not be disclosed due to the commercially sensitive nature of such information.</li> <li>However, it should be noted that the Dublin Airport insulation schemes for homes and schools compare favourably to peer Airports, as all costs associated with the procurement and installation of the insulation works are being met by Dublin Airport.</li> <li>Some airports provide only replacement windows or secondary glazing, while others offer only partial grants towards works which residents then arrange to have undertaken themselves.</li> <li>Also, the Dublin Airport insulation schemes apply to all living areas, whereas some airports only offer insulation to certain rooms in the house.</li> </ul>
5.	<b>Can the DAA provide us with contour maps for Lden, Lnight and Laeq8 for 2022 and 2025?</b>	<ul style="list-style-type: none"> <li>This information is not currently available. Noise information for a number of future year scenarios will be included in the noise assessment, relating to the application to amend the operating conditions attached to North Runway. This will include Lden, Lnight and Laeq8hr for the year 2022 and a number of future years to be confirmed.</li> </ul>

## Response to Queries Received from St. Margaret's The Ward Group (May 18, 2019)

- **Q.4 Can you please provide details of how you arrive at the 3 million figure if the number of flights are reduced from 100 to 65?**
- The loss of traffic resulting from the two proposed operating conditions, is greater than just the direct reduction in night time flights because it reduces the number of aircraft rotations (outbound and return) that are possible in a given day.
- Future forecasts indicate that the main source of growth at Dublin will continue to be from based and network carriers, whose traffic profile generates demand in the early morning and late evenings.
- If airlines can't get aircraft out during these peak periods, these flights, the associated passengers and the potential for further rotations are lost; retiming of flights to avoid the restrictive time periods would also reduce flight connection possibilities for passengers, which affects the level of services available at Dublin Airport.
- To help put all of this into context, daa appointed independent consultants to assess and quantify the traffic impacts of the operating conditions.
- To do this, the consultants developed detailed constrained (or restricted) forecast schedules for the years 2022 and 2037.
- The analysis (which is currently being updated) indicates that the operating restrictions are forecast to constrain Dublin Airport by up to 3m passengers in the first full year of North Runway operations, rising to 6.6m in 2037.
- These figures were influenced by a number of impacts of the operating restrictions including:
  - the reduced number of services offered in the constrained schedule which reduces the number of connection possibilities.
  - long haul arrivals within the restricted period have to be rescheduled to arrive much later than the short haul departures peak, and passengers on the long haul flights are unable to connect to the short haul flights.
  - short haul flights in the constrained schedule return later in the day, which makes it difficult for passengers on these flights to connect to long haul departures.
- The schedules demonstrate that connectivity, and consequently, the competitiveness of Dublin Airport as a hub airport, is impacted by the operating restrictions.

# Dublin Airport Update

- More than 9.3 million passengers have travelled through Dublin Airport in the first four months of this year, a 7% increase over the same period last year. Dublin Airport has welcomed more than 650,000 additional passengers in the first four months of 2019.
- Dublin Airport is making a positive contribution to the national energy grid by using its own power generators when wind energy sources cannot generate enough electricity to provide for all customers. In doing this, the airport is supporting two EirGrid schemes designed to meet the challenges of operating Ireland's electricity system in a sustainable manner.
- daa announced its end of year financial results for 2018. Turnover increased by 5% to €897 million, with good growth in commercial activities, aeronautical income, and increased sales at the Group's international businesses. Earnings before interest, taxation, depreciation and amortisation (EBITDA) increased by 7% to €289 million for the year. Operating costs increased by 4% to €426 million, as daa recruited almost 190 additional staff at its Irish airports and its overseas businesses.
- Dublin Airport's most recent drop-in clinic took place in St. Margaret's on April 29. The clinic was attended by over 80 people, and all queries/actions arising have been addressed with those that raised them.
- The next clinic is scheduled to take place from 3pm to 6.30pm on June 27 in the Santry Community Resource Centre.
- The Airport Noise Regulation Bill has concluded its passage through the Oireachtas with the President signing the Bill into law on May 22, 2019.

# Dublin Airport Update

- We were disappointed with the Commission for Aviation(CAR) Regulation’s draft determination which is proposing a reduction of 22% in airport charges from €9.65 to €7.50.
  - Dublin Airport’s charges are already 30-40% cheaper than its European peers.
  - CAR’s proposed reduction in airport charges will jeopardise the airport’s largest investment programme in its history and require reviews of costs across the business.
  - Dublin Airport had planned a €1.8 billion capital investment programme over the next five years with no increase in airport charges and at no cost to the Irish State as the airport is not funded by the Exchequer.
  - CAR is now holding a public consultation on its draft determination – the closing date for submissions is July 8.
  - The final pricing decision for the regulatory period 2020-2024, will be issued in the autumn.
- Excavation and site preparation works are continuing on the North Runway site, with 650m of granular sub-base laid to date.
- The summer phase of North Runway’s grass cutting and weed management programme is underway. Grass cutting is substantially progressed, with topping of weeds ongoing and spraying due to commence next week, weather permitting.



# Insulation Programmes

- The last series of information meetings associated with Phase 2 of our insulation programmes took place in the Maldron Hotel at Dublin Airport between 1pm and 7pm on Wednesday, May 15 and Tuesday, May 21.
- The two events were attended by circa 80 people.
- Building, glazing and acoustic specialists were on hand to address, on a one-to-one basis, any queries participants had regarding recommended insulation measures.
- Attendees were very well disposed to the measures offered and commented on the high quality of the schemes' products, particularly the glazing samples which were on display.
- We also visited the homes of those who were unable to attend meetings and brought along samples for their consideration.
- Phase 1 insulation works have started with visits by the contractor to undertake detailed measurements at individual houses; fabrication of windows is underway with installations scheduled to commence in June.



**END**

