



Minutes

St. Margaret's Community Liaison Group

Date: Thursday, 30th May 2019
Time: 7.00pm
Location: Radisson Hotel, Dublin Airport
Meeting No: 19

Attendees:

Name	Organisation	Initial
Danny O'Hare	CLG Chairperson	DOH
Angela Flynn	CLG Secretariat (daa)	AFN
Matthew McAleese	Fingal County Council	MMA
Mary Grogan	St Margaret's The Ward Residents Group	MG
Alvean Finnegan	St Margaret's The Ward Residents Group	AF
Grainne O'Reilly	Dunbro Lane Residents Group	GOR
Brendan O'Donoghue	Dunbro Lane Residents Group	BOD
Paddy Finnegan	St Margaret's GAA Club	PF
Sean Costello	St Margaret's N.S.	SC
Raymond Fox	Irish Farmers Association	RF
Siobhan O'Donnell	daa	SOD
Miriam Ryan	daa	MR

Other:

Paul McCann, Irish Aviation Authority (PMC)
 Dr. Mary Kerins, daa (MK)
 Alison Pigott, daa (AP)



Introduction	Action Owner
<p>Chair welcomed attendees to the meeting and advised that presentations would be taken first before the commencement of normal meeting business.</p>	
1. Paul McCann, Irish Aviation Authority (IAA)	Action Owner
<p>PMC presented information relating to airport flight paths and noise complaints; queries raised in response:</p> <ul style="list-style-type: none"> • GOR queried whether it was daa or the IAA who takes charge of the aircraft during taxiing or queuing for take-off; PMC stated that the IAA are the service provider to the airport and they have control of the aircraft once the aircraft pushes back from the stands; MK advised that there is an integrated and co-operative approach in terms of the operation of the airfield and daa would be guided by the IAA, airlines and regulatory organisations such as the International Civil Aviation Organisation (ICAO). • PF queried whether the IAA has control over the manner in which airlines handle take-off and landing procedures, for example whether speed restrictions are imposed; PMC stated that there is a standard power setting that pilots must abide by as the aircraft departs Dublin Airport. • RF queried why the search and rescue helicopters were based at Dublin Airport as helicopter activity also adds to the noise problem in the area; PMC stated that search and rescue helicopters need to utilise the same landing systems for missions as commercial aircraft, particularly in low visibility conditions. • MG queried if there were height restrictions on aircraft at other airports; PMC stated that different airports have different operating procedures depending on local considerations and conditions. In general activity up to 3,000 feet in all areas, including Dublin, takes the impact on local communities into account and authorities seek to set flight paths that avoid highly populated areas. • MG queried whether there was a review undertaken of the flight paths over the last number of years; PMC stated that the existing flight paths have been in place for 20 years and have not changed in that time – the paths are designed to avoid built up areas. • Chair stated that his understanding was that the IAA were only made aware of aircraft flying outside of the designated corridor through the noise complaints lodged by residents to daa; PMC stated that this was not the case – daa have a noise monitoring system which can track aircraft up to 3000ft. Every month daa sends the IAA a list of those aircraft which deviated outside of the designated corridor. The IAA then investigate each of these incidences and revert back to daa with the outcome of their investigations; 99% of aircraft fly within the designated corridors and the vast bulk of the small number that do not, are required to make a deviation due to safety or weather reasons. • SC queried whether standard instrument departure and approach routes have been formally agreed between the IAA and daa for when the new North Runway becomes 	



<p>operational; PMC advised that these procedures were in concept stage and were not yet agreed.</p> <ul style="list-style-type: none"> PMC advised that meeting attendees would be welcome to visit the air traffic control centre for a tour; attendees thanked PMC for this offer. 	
<p>2. Dr. Mary Kerins, daa</p>	<p>Action Owner</p>
<p>MK presented information on air quality; queries raised in response:</p> <ul style="list-style-type: none"> MG queried whether additional diffusion tubes could be placed around the local area including Kilshane Cross and Bay Lane; GOR also asked if monitoring could be done at Dunbro Lane; MK advised that daa has reviewed the current locations with the EPA and that it was not possible to put monitors everywhere, however she will take note of the request for consideration. PF stated that the increase in emissions in the bus park was notable and he noted that this must also be the case for airlines, given the additional fuel uplift as the airport gets busier. MK advised that all of the readings for the monitors in the local community were well within the EPA limits and this was validated by an external laboratory. MK advised that Dublin Airport was one of the first participants in the Airport Carbon Accreditation initiative and intends to become carbon neutral by 2020. The airport will buy offsets as part of efforts to achieve this. SC stated that it was commendable that daa was undertaking sustainability works to minimise their environmental impact, however there has to be a balance and a recognition that with greater expansion of the airport comes greater consumption of fuel. MG queried if there was an up to date Environmental Impact Assessment Report (EIAR) available; MR stated that an EIAR is required for the application to amend the two operating restrictions currently attached to North Runway and this EIAR will be made available through the planning process. MG queried if there was going to be another public consultation on the EIAR; MR stated that there is a 14-week consultation process as part of the new Airport Noise legislation which just passed through the Oireachtas; points raised as part of the previous public consultation will also be considered. 	<p>daa</p>
<p>3. daa Update</p>	<p>Action Owner</p>
<p>Due to time constraints, Chair requested that residents read the material provided by daa in relation to their update and to refer any questions in writing to AFN after the meeting.</p>	
<p>4. Fingal County Council Update</p>	<p>Action Owner</p>
<p>MMA provided an update on behalf of Fingal County Council:</p> <ul style="list-style-type: none"> Area engineer visited Dunbro Lane again and confirmed that no further road works 	



<p>were required.</p> <ul style="list-style-type: none"> Litter picking is conducted every three weeks in the St. Margaret's area unless there is a reported fly tipping incident; any such incidents should be reported to the Council's Operations Department. Re-instatement of the bottle bank on the R108 is on hold pending the taking in charge of the road by Fingal County Council from daa. The Council are also open to any suggestions for an alternative location for the bottle bank and these suggestions should be sent via AFN. The Council had prepared a statement on its role on emissions and this will be circulated to attendees after the meeting; one of the key points relates to addressing road noise and one of the main aims of the Local Area Plan (LAP) is increasing the modal shift through the provision of better bus links and connectivity to areas such as Swords. Draft LAP will be available over the next couple of months and will be followed by a six-week consultation which the Council would encourage everyone to get involved with; this process will include a review of noise zones however there are three different areas in relation to noise – the Noise Action Plan, planning applications and the LAP and there are different processes associated with each. GOR stated that a daa representative was due to get in contact with her regarding the placement of a noise monitor on Dunbro Lane; MG also stated that contact was due on a noise monitor for Bishopswood Lane; SOD stated that daa had already been in contact with the residents about this matter, but she would follow up on the status of the noise monitors. RF queried if properties were being purchased by the Council in certain locations in the St. Margaret's area; MMA advised that he would query this with the housing department. 	<p>daa</p> <p>Fingal County Council</p>
<p>5. Dublin Airport Planning Applications</p>	<p>Action Owner</p>
<p>MMA presented information on the Dublin Airport planning applications; no queries.</p>	
<p>6. Chairperson Meetings</p>	<p>Action Owner</p>
<p>Chair advised that there have been no additional meetings with individual members of the CLG or third parties.</p>	
<p>7. AOB</p>	<p>Action Owner</p>
<ul style="list-style-type: none"> RF stated that he was disappointed that the weeds on the North Runway site had not been sprayed yet; MR advised that the weeds were due to be sprayed within the coming week and grass cutting and weed topping was currently underway however she would follow up on this query with the relevant departments. MG stated that under the insulation schemes, eligible residents were being asked to sign a waiver agreement which states that a fire would not be lit without the 	<p>daa</p>



<p>installed fireplace damper being opened; she stated that this raised concerns regarding health and safety.</p> <ul style="list-style-type: none">• SOD stated that daa was considering contacting Boeing to invite them along to a future CLG meeting to discuss aircraft technology and she queried whether this would be of interest to the group; SC advised that this would be beneficial, and the group were in agreement; SOD advised that she would try and contact them over the coming weeks.• Chair expressed his thanks, on behalf of the group, to presenters PMC and MK for their time.	<p>daa</p>
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Next Scheduled CLG Meeting:
25th July 2019
7.00pm – 9.00pm
Radisson Blu Hotel, Dublin Airport



Post Meeting Note Regarding Supplementary Clarifications Requested by Sean Costello

1. For what reason is there a delay in IAA and DAA formally and officially agreeing the departure/approach procedures for new and existing runways for when the new northern runway becomes operational?

daa consulted on options for Noise Preferential Routes (NPRs) for North Runway in 2016. The outcome of the public consultation indicated a preference for Option B:

'straight out on South Runway: 15°N divergence for easterly departures on North Runway; Split divergence of 15°N and 75°N for westerly departures on North Runway depending on ultimate destination of the aircraft.'

It was made clear during these consultations, that the findings and recommendations arising from this process would be subject to a comprehensive regulatory assessment by the relevant aviation authority. This assessment is in progress and the outcome, once known, will be used by daa to update environmental assessments including noise modelling. This environmental information will then be shared with the community. There has been no delay in formally and officially agreeing the departure/approach procedures as this process is ongoing.

2. When are IAA/DAA expected to formally agree the new departure/approach procedures that will operate across the airport following commencement of operations of the new northern runway?

As outlined above, the relevant aviation authorities are undertaking the appropriate airspace design which includes a regulatory assessment of the airspace design. Once this assessment is complete and the NPR's are finalised, daa will include this information in the environmental modelling used to assess future impacts from the North Runway operation.

3. As the new 'independent and competent noise authority' will FCC review and make public the difference between the 'assumed' departure/approach procedures used to model the current predicted noise contours (circa 2017) and the 'actual' departure/approach procedures that is yet to be officially and formally agreed between DAA and IAA?

Although this is a question for the new Competent Authority, it should be noted that the environmental assessments associated with the application to amend the two planning conditions will be based on up to date information including the final NPRs as assessed by the relevant aviation authorities.

4. Does the FCC have any plans to update current predicted noise contours once 'actual' departure/approach procedures are formally and officially agreed by IAA/DAA given the significant and material impact that any difference between the current 'assumed' departure/approach procedures versus the 'actual' departure/approach will have on resident's ability to access buyout/insulation scheme?

As stated above, daa will undertake environmental assessment using the most up to date information once available. Any changes in flight paths will be considered in the noise modelling for new contours, which will be considered in the context of any mitigation measures proposed as part of the application to amend the planning conditions.