

Annex S5-B — Bickerdike Allen Partners exchange, September 2024

7052 Questions regard.eml

From: DUB North Runway Technical Group info@dublin-north-runway.com

To: Bickerdike Allen Partners mail@bickerdikeallen.com

Cc:

Date: Wed, 11 Sep 2024 17:14:37 +0100

Subject: Questions regarding noise modelling for Dublin Airport

Dear Bickerdike Allen Partners,

I am a civil engineer and private pilot who has been examining the noise situation around Dublin Airport. I note in the Environmental Impact Assessment Report submitted by daa plc to An Bord Pleanála in 2023 that your firm produced several noise modelling charts. Attached is A11267_19_DR039_2.0 showing the Forecast Lday Noise Contours 2035 Permitted Scenario.

I would be grateful if you would be willing to help me understand this chart. I have 2 questions:

* It is presented as "permitted" as opposed to "proposed" which is shown separately in A11267_19_DR0470. Could you please explain the definition of "permitted" you used in this matter? Do you mean that permission has been granted by a relevant authority to allow noise in this area, or is it something else?

* As any pilot or aeronautical engineer will agree, aircraft climb most efficiently in a wings-level attitude, thus climbing straight ahead. The lift vector normal to the wings is perpendicular to the ground and maximizes the effective vertical lift. A banked aircraft has a smaller proportion of lift aligned perpendicular to the ground, the balance of the lift being used to affect the turn and thus cannot climb as quickly.

I'm confident you'll agree that the higher above ground the aircraft, the less noise is audible on the ground.

In your chart you show east-bound departures straight ahead from Runway 10R at maximum climb-efficiency reaching the 55db(A) line (green-blue boundary) at approximately 11.25km from departure end of the runway.

Departures from runway 28R towards the west enter a series of banked turns, undoubtedly reducing their climb-efficiency with the result that they must be closer to the ground for longer. However, in your chart you show 28R departures reaching the 55db(A) line much sooner at only 6.84km.

Could you please help me to understand how you have modelled less noise from west-bound aircraft closer to the ground than those eastbound and higher above the ground, within the same model?

I hope you can help clarify whether I have misunderstood the chart. I look forward to hearing from you.

Regards,

Gareth.

—

Gareth O'Brien BE MSc +353-87-277-9281 Mobile North Runway Technical Group

7074 Re Questions re.eml

From: DUB North Runway Technical Group info@dublin-north-runway.com

To: Mail Mail@bickerdikeallen.com

Cc:

Date: Tue, 24 Sep 2024 11:18:12 +0100

Subject: Re: Questions regarding noise modelling for Dublin Airport

Dear Bickerdike Allen Partners,

It seems that your firm is unwilling to address the questions I raised directly and is deflecting us to the client.

Why is this? Are you constrained by an NDA with the client? Is this a general policy or did you discuss these questions with the client? If so did the client instruct you not to answer?

The questions are somewhat technical in nature and it is certain that daa will not be capable of answering them without your assistance, so referring me to daa is tantamount to a flat refusal to answer. Such a short and dismissive anonymous response may make it seem as though your firm has something to hide and I would rather not assume that if in fact you have been prevented from answering by daa.

Would you please forward my request to one of the firm's partner and ask that they clarify the position on behalf of the firm and for the avoidance of doubt put their name to the response?

Thanks,

Gareth.

—

Gareth O'Brien BE MSc +353-87-277-9281 Mobile North Runway Technical Group

On 2024-09-24 10:58, Mail wrote:

Dear Gareth

Please can you direct your query to communities@daa.ie.

Regards

Bickerdike Allen Partners

[1]

Bickerdike Allen Partners LLP is a limited liability partnership registered in England and Wales with registered number OC402418 and registered office address at 6th Floor, 2 London Wall Place, London, EC2Y 5AU. Partners (members): David Charles, Philippa Gavey, Giles Greenhalgh, David Trew The information contained in this e-mail is confidential, may be legally privileged and/or subject to copyright. If you have received this e-mail in error, please delete it and notify us immediately.

From: DUB North Runway Technical Group info@dublin-north-runway.com
Sent: 11 September 2024 17:15 To: Mail Mail@bickerdikeallen.com
Subject: Questions regarding noise modelling for Dublin Airport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

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Links:

[1] <https://www.linkedin.com/company/bickerdike-allen-partners-llp>