

Annex S5-C — Angela Flynn (daa) response, 2 October 2024

64643 Fwd Questions r.eml

From: Angela Flynn Angela.Flynn@daa.ie
To: Gareth O'Brien gobrien@yupon.com
Cc:
Date: Wed, 02 Oct 2024 20:35:24 +0000
Subject: Fwd: Questions regarding noise modelling for Dublin Airport

Dear Gareth,

Thank you for your email.

To clarify, Bickerdike Allen Partners (BAP) operates as a third-party consultant for Dublin Airport under specific contractual obligations ensuring information is not disclosed to any third parties without their client's explicit consent. As you would know, this would be standard practice for any organisation which have existing contracts with external consultants. Therefore, their redirection of your query was in line with their contractual requirements and was a legitimate and reasonable step to take when your query was received. For future reference, all queries, including those related to noise modelling, should be directed to Dublin Airport directly.

Outlined below, is our response to the queries raised: Noise Contour Naming Conventions: In response to your query about the use of the terms "permitted" and "proposed", it is important to clarify that these terms are used in the context of assessing the impact of changes being proposed to Condition 3d and 5 as part of the Relevant Action (RA). "Permitted" contours have been developed based on the application of Condition 3d and 5 as included in the grant of permission for North Runway. "Proposed" contours reflect the operating framework being sought as part of the North Runway Relevant Action Application. Noise Levels Arising from Turning vs. Straight Departures: In relation to your query about noise levels from turning versus straight aircraft departures, Lday contours cannot be used to draw such conclusions about specific flight operations, as they aggregate noise from both arrivals and departures. Generally speaking, departures create shorter, wider contours due to the higher thrust required for take-off, while arrivals produce longer, narrower contours due to lower thrust and continuous descent.

The bulge in the northwest of the Lday 55 contour (green on the map referenced) is primarily caused by westerly departures from Runway 28R, which account for approxi-

mately 75% of daytime departures. The long eastern bulge near the South Runway is as a result of the combination of arrivals from the east (75% of all arrivals) and departures to the east (25% of all departures). Validity of Noise Contour Modelling:

Dublin Airport, in collaboration with our consultants BAP, places significant emphasis on ensuring the accuracy of noise modelling and monitoring. The validity of the 2023 modelled noise contours has been assessed in the Q1 Noise and Flight Track Monitoring Report (click here <https://www.dublinairport.com/corporate/environmental-social-governance/noise/noise-management/airport-noise-plans-and-reports>), which compares modelled noise levels with data recorded by Noise Monitoring Terminals. This analysis confirms the reliability of the modelled contours and demonstrates that they provide an accurate estimate of expected noise levels.

I trust that the details provided above offer clarity regarding your queries.

Best Regards, Angela

[cid:image001.jpg@01DB1511.71D344A0] Angela Flynn | COMMUNICATIONS Community Engagement Senior Manager

THREE The Green, Dublin Airport Central, Dublin Airport, Swords, Co. Dublin, K67 X4X5

T: +353 1 944 9501 E: angela.flynn@daa.ie

Document Classification: Class 1 - General

From: Gareth O'Brien gobrien@yupon.com \TU\textlessmailto:gobrien@yupon.com>
Sent: Tuesday, September 24, 2024 3:14 PM To: Communities communities@daa.ie \TU\textlessmailto:communities@daa.ie>
Cc: Bickerdike Allen Partners Mail Mail@bickerdikeallen.com \TU\textlessmailto:Mail@bickerdikeallen.com>
Subject: Fwd: 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.

Dear daa,

It seems that your consultant Bickerdike Allen Partners (BAP) is unwilling or unable to address the questions I raised directly and is deflecting us to daa's communities e-mail.

I'm wondering if daa instructed them not to answer?

While I'm sure the communities liaison personnel do their best, the questions are somewhat technical in nature and it is certain that daa will not be capable of answering them without assistance from BAP. Referring me to daa's community liaison staff is tantamount to a flat refusal to answer. Such a short and dismissive anonymous response may make it seem as though BAP has something to hide and I would rather not be forced to assume that if they have been prevented from answering by daa.

As you will be aware, the entire Relevant Action, the insulation scheme and in particular the count of the number of people affected and annoyed by the north runway's 28R departures are all entirely dependent on BAP's noise model. The model parameters

appear to be inconsistent westbound vs eastbound giving the impression that the noise model has been designed to show lesser effect towards the west. It is perfectly possible that I am misunderstanding the model and I hope a professional organization such as BAP would not make such a fundamental error. However, failing to engage with this important question must increase suspicion that the model is flawed.

I hope you will please permit BAP to answer my questions and clear up the confusion.

Regards,

Gareth.

Gareth O'Brien +353-87-277-9281 Mobile

—— Original Message ——

Subject:

Questions regarding noise modelling for Dublin Airport

Date:

2024-09-11 17:14

From:

DUB North Runway Technical Group info@dublin-north-runway.com\TU\textlessmailto:info@dublin-north-runway.com>

To:

Bickerdike Allen Partners mail@bickerdikeallen.com\TU\textlessmailto:mail@bickerdikeallen.com>

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:

1. 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?
2. 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

daa proudly supporting - A Little Lifetime Foundation, Cliona's Foundation and Cork Penny Dinners - our 2024 Charities of the Year. **DISCLAIMER:** The information contained in this email and in any attachments is confidential and is designated solely for the attention and use of the intended Recipient(s). If you are not the intended recipient(s) of this email, you must not use, disclose, copy, distribute or retain this message, the attachment(s) or any part thereof. If you believe that you have received this email in error, please notify us immediately. Please also delete all copies of this email and any attachment(s) from your computer system. Unless expressly stated, this email is not intended to create any contractual relationship. If this email is not sent in the course of the senders employment or fulfilment of his/her duties to daa, daa accepts no liability whatsoever for the content of this message or any attachment(s). daa plc. Registered office: Dublin Airport, Co. Dublin. Registered Number: 9401 Ireland. **SÉANADH:** Tá an fhaisnéis sa ríomhphost seo agus i gceangaltáin ar bith faoi rún agus tá sé d'aird agus d'úsáid an Fhreagróra (na bhFreagróirí) dá bhfuil sé ceaptha amháin. Más rud é nach tusa an freagróir (na freagróirí) dá bhfuil an ríomhphost seo ceaptha, ní chheadaítear duit an teachtaireacht, an ceangaltá(i)n nó cuid ar bith dó a úsáid, a nochtadh, a chóipeáil, a scaipeadh nó a choinneáil. Má chreideann tú go bhfuair tú an ríomhphost seo trí earráid, bheimis buíoch dá gcuirfeá é sin in iúl dúinn láithreach. Scrios gach cóip den ríomhphost seo agus ceangaltá(i)n ar bith ó chóras do ríomhaire chomh maith le do thoil. Mura bhfuil sé luaite go sainráite, níl sé beartaithe leis an ríomhphost seo caidreamh conarthach ar bith a chruthú. Murar seoladh an ríomhphost seo i gcúrsaí fhostaíocht an tseoltóra nó i gcomhlíonadh a dhualgas/a dualgas ní ghlacfaidh daa dliteanas ar bith as ábhar na teachtaireachta nó ceangaltá(i)n ar bith. daa cpt. Oifig Chláraithe: Aerfort Bhaile Átha Cliath, Co. Bhaile Átha Cliath. Uimhir Chláraithe: 9401 Éire.