

1. Introduction

1.1 The purpose of this EIAR Supplement

1.1.1 This document has been prepared on behalf daa plc hereafter referred to as 'the Applicant') as a supplement to the Environmental Impact Assessment Report (EIAR) submitted to Fingal County Council (FCC) in September 2021. An earlier version of the EIAR accompanied the application for a proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended (the "PDA") submitted to Fingal County Council (FCC) in December 2020 (F20A/0668). By letter dated 19th February 2021, FCC requested further information in respect of the proposed Relevant Action (the "Request for Further Information"). Item 1 in the Request for Further Information sought the provision of various clarifications and additional information, to be presented in a revised EIAR, which was the EIAR subsequently submitted in September 2021 and to which this document is a supplement.

1.1.2 On 08 Aug 2022, a decision to grant permission was made by FCC. An appeal (ABP-314485-22) was subsequently lodged on 24 Aug 2022 and is now under consideration by An Bord Pleanála (ABP). Since the EIAR was submitted in September 2021 there have been a number of changes or evolutions in operations at Dublin Airport, or in the baseline environment or legal or policy framework, that could potentially affect the assessment outcomes reported in the September 2021 EIAR. To ensure that ABP has the most up to date information when determining the appeal, the Applicant has decided to submit this EIAR Supplement. The changes that are reflected in this EIAR Supplement are described in Section 1.2.

1.2 Changes addressed by this EIAR Supplement

1.2.1 The Applicant has identified a number of changes that have taken place since September 2021 that could affect the findings of the environmental assessments presented in the September 2021 EIAR. These changes include:

- actual flightpaths from North Runway upon commencement differing from assumed flightpaths used for modelling/assessment purposes in the 2021 EIAR;
- updated air traffic forecast data;
- earlier fleet modernisation;
- the North Runway becoming operational in August 2022; and
- other 'passage of time changes' that include changes to the environmental baseline conditions and changes to relevant aviation, planning and environmental legislation, policy, guidance and best practice.

1.2.2 These changes are described further in the following sections.

Flightpath changes

1.2.3 On commencement of North Runway operations in August 2022, an issue regarding departure flightpaths was identified which resulted in some local communities being unexpectedly overflowed. The Applicant immediately started a review with the aim of satisfactorily resolving the issue as soon as possible. The review process involved engagement and coordination with the relevant stakeholders, and it identified that some of the Instrument Flight Procedures¹ (IFPs) were not aligned to modelling assumptions included in the Applicant's planning submissions. The outcome of the review, in consultation with the Irish Aviation Authority (IAA), proposed updates to the affected IFPs, specifically the current Standard Instrument Departures² (SIDs), which will result in flightpaths aligning more closely with the information previously communicated by the Applicant. The revised SIDs were required to go

¹ Instrument Flight Procedures (IFPs) are published procedure used by aircraft flying in accordance with instrument flight rules which is designed to achieve and maintain an acceptable level of safety in operations.

² Standard Instrument Departure (SIDs) are published instrument flight procedures to be followed by an aircraft on a flight plan immediately after take-off, which ensure the safe and efficient operation of aircraft en route to their destination.

through regulatory review and consent processes before they could be implemented. They were subsequently approved and became operational on February 23, 2023, in line with the International Civil Aviation Organisation’s Aeronautical Information Publication cycle.

Air Traffic Forecasts

1.2.4 In the September 2021 EIAR, it was forecast that a passenger throughput of 32 million passengers per annum (mppa) would be reached in 2025 in the Proposed Scenario and in 2027 in the Permitted Scenario. Due to a faster recovery from the Covid-19 pandemic than predicted, latest forecasts show that a passenger throughput of 32mppa is now likely to be achieved in 2024 in the Proposed Scenario and 2026 in the Permitted Scenario. The 32mppa Cap on permitted annual passenger capacity of the Terminals at Dublin Airport arises as a result condition no. 3 of the Terminal 2 Planning Permission and condition no. 2 of the Terminal 1 Extension Planning Permission. These conditions provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum.

1.2.5 The September 2021 EIAR included three Assessment Years (the points in time at which the likely significant effects of the proposed Relevant Action are assessed):

- 2022: the year when the North Runway was first expected to become operational.
- 2025: the first year of highest use of the runway system in the Proposed Scenario (i.e., when 32 million passengers per annum throughput was first expected to be reached but not exceeded).
- 2035: this year was included in the assessment in response to a request from FCC for Further Information which sought assessment of a longer-term scenario (i.e., 10 or 15 years post opening year scenario (2022)).

1.2.6 Since 2022 is now in the past, only Assessment Years 2025 and 2035 have been considered in this EIAR Supplement. Table 1-1 shows the updated forecasts (mppa and Air Traffic Movement (ATM)) for the two Assessment Years in the Permitted and Proposed Scenarios.

Table 1-1: Air Traffic Forecasts in Assessment Years

| | 2025 | | 2035 | |
|--------------------|------|--------------------------|------|--------------------------|
| | mppa | ATM (‘000s per annum) | mppa | ATM (‘000s per annum) |
| Permitted Scenario | 31.8 | 227 | 32.0 | 228 |
| Proposed Scenario | 32.0 | 240 | 32.0 | 240 |

Earlier Fleet Modernisation

1.2.7 During the period since September 2021 there has been an earlier modernisation of aircraft fleet than initially anticipated. The future forecasts now allow for the earlier fleet modernisation that has occurred and have been used in the updated assessments.

Current State of the Environment

1.2.8 The opportunity has been taken to consider any changes to the baseline environmental conditions described in the September 2021 EIAR that might affect the outcomes of the topic assessments. This matter is considered on a topic-by-topic basis in Section 1.3 of this Supplement.

Legislation, policy, guidance and best practice

1.2.9 The opportunity has also been taken to consider whether there have been any changes to relevant aviation, planning or environmental legislation, policy, guidance or best practice that might affect the scope or method of assessment undertaken in the September 2021 EIAR. The principal change

identified is to the guidance adopted for the Climate and Carbon assessment presented in Chapter 11 of the September 2021 EIAR. Since that assessment was undertaken IEMA (the Institute of Environmental Management and Assessment) published a revision (dated February 2022) of the 2017 'IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance'. In addition, the Climate Action and Low Carbon Development (Amendment) Act 2021 has made changes to section 15 of the Climate Action and Low Carbon Development Act 2015 and the Government has published its latest Climate Action Plan 2023. The implications of these changes and any other changes to legislation, policy, guidance or best practice are described in Section 1.3 of this EIAR Supplement.

ABP request for further information

- 1.2.10 In correspondence dated 27 April 2023, ABP requested further information in relation to the noise assessment presented in the September 2021 EIAR. Although the Applicant has responded to ABP's request in a separate submission (Reg. Ref. PL06F.314485), the Aviation Noise chapter included in this Supplement incorporates, where relevant, that further information.

1.3 How changes have been assessed in this EIAR Supplement

- 1.3.1 Table 1.2 presents the analysis of how the changes described in Section 1.2 are considered to have affected or not the reporting in the September 2021 EIAR. Where a material change has been identified, Table 1.2 describes how that has been dealt with in this EIAR Supplement.

Table 1-2: How change has affected September 2021 EIAR chapters

| September 2021 EIAR chapter | Analysis of change |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chapter 1: Introduction | There are no material changes to this chapter. No replacement Chapter 1 is therefore required. |
| Chapter 2: Characteristics of the Project | <p>The principal characteristics of the proposed project remain unchanged, that is to amend Condition 3(d) and replace Condition 5 of the North Runway Planning Permission. The only changes are those described in Section 3.2 of this EIAR Supplement.</p> <p>No replacement Chapter 2 is required.</p> |
| Chapter 3: Need for the Project | <p>The need for the Project remains unchanged. The latest air traffic forecasts show that, even with a faster than previously predicted recovery from the Covid-19 pandemic, operating in the Permitted Scenario limits traffic growth, with an associated economic impact. No replacement Chapter 3 is therefore required.</p> <p>It is worth adding that, from the Applicant's perspective, the ongoing uncertainty around the proper construction and application of Condition 5 and the recent service of an enforcement notice by FCC (subject to pending judicial review challenge) underline the need for the Relevant Action, which would serve to remove uncertainty for all concerned.</p> |
| Chapter 4: Examination of Alternatives | There have been no further alternatives considered by the Applicant. No replacement Chapter 4 is therefore required. |
| Chapter 5: Consultation | <p>No further consultation has been undertaken by the Applicant on the proposed Relevant Action. Consultation was undertaken by ANCA on the Noise Abatement Objective, draft Regulatory Decision and related report, Draft Environmental Report for the purpose of Strategic Environmental Assessment (SEA), and Natura Impact Assessment (NIS) for the purpose of Appropriate Assessment (AA). The public consultation was undertaken in accordance with the Aircraft Noise (Dublin Airport) Regulation Act 2019 (the Act of 2019) and Section 34C of the Planning and Development Act 2000 (as amended), (the Act of 2000) and was 14-weeks in duration. The subsequent Public Consultation Report (23 June 2022) can be found on FCC's website.</p> <p>No replacement Chapter 5 is required.</p> |
| Chapter 6: Planning and Development Context | <p>In the period since the September 2021 EIAR was submitted, FCC has now adopted a new Development Plan. It is considered that the policies and objectives contained in the <i>Fingal County Development Plan 2023-2029</i>, as they relate to Dublin Airport are largely consistent with those previously outlined and that any changes are such that they would not materially change the Planning and Development Context described in Chapter 6 of the September 2021 EIAR.</p> <p>No replacement Chapter 6 is required.</p> |
| Chapter 7: Population and Human Health | <p>This chapter has been updated to reflect the changes to the Aircraft Noise and Vibration assessment described below.</p> <p><u>A replacement chapter is provided in this EIAR Supplement.</u></p> |
| Chapter 8: Major Accidents and Disasters | There are no material changes to the assessment of Major Accidents and Disasters. |

September 2021 EIAR chapter Analysis of change

It is considered that the actual flightpaths will not result in a material difference to the risk contours presented in the September 2021 EIAR, which were based on assumed flightpaths. There are no differences in the approach paths which are runway-aligned for a considerable distance from the runway thresholds, well beyond the limits of the 1 in 1,000,000 contours so there are no changes at all in that respect. For the most part, the departure paths in the charts (SIDs) correspond well with the flightpaths used for modelling. Where there are changes, these are so minor that the overall findings of the assessment will not change. Furthermore, these changes lie outside centres of population so the overall impacts will remain very similar, i.e. the relatively small increase in the residual risk impacts as a result of the proposed Relevant Action will not change.

No replacement Chapter 8 is required.

Chapter 9: Traffic and Transport The 2021 EIAR reported that the proposed Relevant Action would not result in any significant impact on the surrounding road network. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 9 is required.

Chapter 10: Air Quality The 2021 EIAR concluded that the proposed Relevant Action is unlikely to generate any significant effects on air quality, with limited impacts predicted and total pollutant concentrations remaining well below the air quality standard values. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 10 is required.

Chapter 11: Climate and Carbon The guidance adopted for the Climate and Carbon assessment presented in the September 2021 EIAR has been updated ('IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance' (February 2022)) and, therefore a new assessment has been undertaken to reflect this new guidance. In addition, the Climate Action and Low Carbon Development (Amendment) Act 2021 has made changes to section 15 of the Climate Action and Low Carbon Development Act 2015 and the Government has published its latest Climate Action Plan 2023. The updated assessment takes account of these changes.

A replacement chapter is provided in this EIAR Supplement.

Chapter 12: Water The 2021 EIAR concluded that there will be no significant effects on the water environment as a result of the proposed Relevant Action in any of the Assessment Years. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 12 is required.

Chapter 13: Aircraft Noise and Vibration The Aircraft Noise and Vibration assessment has been updated to reflect a number of the changes described in Section 1.2, including to take account of actual flightpaths to and from the North Runway, updated air traffic forecasts and responses to ABP's RFI.

A replacement chapter is provided in this EIAR Supplement.

Chapter 14: Ground Noise and Vibration The aircraft ground noise component of this chapter has been updated to reflect the changes described in Section 1.2. The conclusions of the road traffic noise assessment will not be affected by the changes and, therefore, this component has not been updated.

A replacement chapter is provided in this EIAR Supplement.

Chapter 15: Terrestrial Biodiversity The 2021 EIAR concluded that there are no residual significant effects on terrestrial ecological features from the proposed Relevant Action. The changes presented in Section 1.2 will not change that overall conclusion.

September 2021 EIAR chapter Analysis of change

No replacement Chapter 15 is required.

An update to the September 2021 Appropriate Assessment Screening has been undertaken to reflect the changes presented in Section 1.2 and is reported in an addendum at Appendix 1A. It has also been updated to consider potential impacts on the new candidate North-West Irish Sea Special Protection Area (SPA). The update concludes that the outcome of the screening remains the same, and likely significant effects from the proposed Relevant Action can be excluded. Furthermore, as for all other European sites assessed by the updated AA Screening Report, it is possible, on the basis of objective scientific evidence, to exclude the possibility of likely significant effects on the proposed SCI species of North-West Irish Sea cSPA from the proposed Relevant Action, either alone or in combination with other plans or projects. There is no requirement to proceed to the next step of Appropriate Assessment and, subject to other requirements, the proposed Relevant Action can be authorised.

Chapter 16: Aquatic Biodiversity

The 2021 EIAR concluded that there are no residual significant effects on aquatic ecological features from the proposed Relevant Action. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 16 is required.

Chapter 17: Landscape and Visual

The 2021 EIAR concluded that there will be no significant landscape or visual effects as a result of the proposed Relevant Action in any of the Assessment Years. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 17 is required.

Chapter 18: Land and Soils

The 2021 EIAR concluded that the proposed Relevant Action will not result in any significant effects upon land and soils. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 18 is required.

Chapter 19: Material Assets

The 2021 EIAR concluded that there will be no significant effects on material assets as a result of the proposed Relevant Action in any of the Assessment Years. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement 19 is required.

Chapter 20: Cultural Heritage

The 2021 EIAR concluded that there will be no significant cultural heritage effects as a result of the proposed Relevant Action in any of the Assessment Years. The changes presented in Section 1.2 will not change that overall conclusion.

No replacement Chapter 20 is required.

Chapter 21: Interactions and Cumulative Effects

Due to the updating of some of the topic assessments and the introduction of new third-party developments the Interactions and Cumulative Effects assessment has been updated and is presented as an addendum to the 2021 EIAR chapter at Appendix 1B of this EIAR Supplement.

Chapter 22: Future Development Plans

Due to the passage of time, some of the information presented in this chapter requires updating.

A replacement chapter is provided in this EIAR Supplement.

1.4 Structure of this EIAR Supplement

- 1.4.1 As demonstrated in Table 1-2, the majority of the September 2021 EIAR chapters are not materially affected by the changes described in Section 1.2. Where there has been a need to update the assessments, replacement EIAR chapters have been prepared as follows:
- Chapter 7: Population and Health
 - Chapter 11: Climate and Carbon
 - Chapter 13: Aircraft Noise and Vibration
 - Chapter 14: Ground Noise and Vibration
 - Chapter 22: Future Development Plans
- 1.4.2 To avoid confusion, the replacement chapters have retained the chapter number used in the September 2021 EIAR.
- 1.4.3 Replacement Figures referred to in this EIAR Supplement are included at the end of the document, as are any new or replacement Appendices.
- 1.4.4 A Non-Technical Summary of this EIAR Supplement is provided at the front of this document.