



## Minutes

### St. Margaret's Community Liaison Group

**Date:** Thursday, 6<sup>th</sup> December 2018

**Time:** 7.00pm

**Location:** Radisson Hotel, Dublin Airport

**Meeting No:** 16

**Attendees:**

Name	Organisation	Initial
Danny O'Hare	CLG Chairperson	DOH
Bernie McNally	CLG Secretariat (daa)	BMcN
Philip Long	Fingal County Council	PL
Cllr. Joe Newman	Fingal County Council	JN
Siobhan Killion	St Margarets The Ward Residents Group	SK
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
Siobhan O'Donnell	daa	SOD
Miriam Ryan	daa	MR
Martin Doherty	daa	MD

**Apologies:**

Raymond Fox, Irish Farmers Association

Micheál Quinn, St Margarets The Ward Residents Group



Introduction	Action
<p>Chair welcomed attendees to meeting.</p>	
1. Approval of Minutes	Action
<p>Chair requested approval of Meeting Minutes of 20<sup>th</sup> September 2018.</p> <p>Chair stated that Deirdre Kennedy and Thomas Monks have resigned from the group; SOD noted appreciation and thanks on behalf of daa and Dublin Airport; SK noted that she had been Thomas' replacement and that Deirdre was being replaced by Micheál Quinn.</p> <p>GOR referred to a previously mentioned Chinese research report; the report outlines the negative effects of PM2.5 which is emitted mostly by cars, with smaller amounts from aircraft. For this reason, residents are concerned about future developments in the local area, such as the development of car parks.</p> <p>Minutes signed and approved by Chair.</p>	
2. Actions from Previous Meeting	Action
<p>SOD presented daa actions;</p> <ul style="list-style-type: none"> <li>• GOR had been emailed regarding the soil sampling that had taken place on Dunbro Lane.</li> <li>• The 20-point plan would be discussed at this evening's meeting.</li> </ul> <p>PL presented Fingal County Council's actions;</p> <ul style="list-style-type: none"> <li>• The presentation on the Dublin Airport Noise Action Plan was circulated to the group.</li> <li>• Fingal County Council's engineers had contacted St Margarets School Board of Management; SC stated they had met and that some further follow up was underway.</li> </ul>	
3. Discussion of points submitted by residents	Action
<p>SK noted this list of actions had arisen as a result of public meetings in the area and it was a summary of what the community were looking for.</p> <p>A lengthy discussion took place around the 20-point plan, a summary of which is appended to these minutes.</p> <p>A number of actions were raised and are listed below:</p> <ol style="list-style-type: none"> <li>1. daa to revert with further information to explain differences in 2011 and 2017 air quality graphs.</li> <li>2. MD to follow up with airlines and report back to group re propeller aircraft operating between 2300-0600.</li> <li>3. FCC to liaise with planning department re the establishment of cycle lanes and paths in the St Margarets area and revert back to the group.</li> <li>4. FCC to bring to the attention of the road designers that openings for future roads or access should not be formed until the development is complete.</li> </ol>	



<p>5. SK to forward MQ's email address to BMcN</p> <p>6. Residents to revert with 2-3 locations for the noise monitoring terminals</p> <p>7. Residents are to decide if they want a separate meeting for the presentation of the longitudinal noise data.</p> <p>8. Residents to clarify the requirement in Q14.</p>	<p><b>Post meeting note: MQ's email address forwarded by SK.</b></p>
<p><b>4. Dublin Airport Planning Applications</b></p>	<p><b>Action</b></p>
<p><b>PL</b> discussed the planning applications; no queries were raised in response.</p> <p><b>MD</b> noted that daa is currently in the process of developing an amendment planning application for North Runway which would address technical issues, based on new EASA rules. The impact of the changes would result in 70,000m<sup>2</sup> less paved area.</p> <p><b>SOD</b> presented information on an application to increase the 32m passenger Cap; SC queried if this could trigger other implications such as road infrastructure; MR noted that while the capacity was originally limited due to a concern re the impact on roads, these additional passengers are transferring with the terminals, so therefore will not affect the roads.</p> <p><b>GOR</b> thanked daa for restoring the hedging on Dunbro Lane and for planting trees along the St. Margaret's bypass.</p>	
<p><b>5. Chairperson Meetings</b></p>	
<p><b>Chair</b> advised that there have been no additional meetings with individual members of the CLG or third parties.</p>	
<p><b>6. AOB</b></p>	<p><b>Action</b></p>
<p><b>GOR</b> noted that she had seen a report that showed a 3 storey satellite pier being constructed close to Dunbro Lane; MR noted that this was the Capital Investment Programme or CIP which has to be approved by the Regulator every 5 years so that capital projects can be assessed in order to meet the needs of the growing airport; that a satellite pier was included, but this was not a terminal and that all airport access would continue to be from the east through the existing 2 terminal buildings; and pointed out that we are currently short of runway and stand capacity, not terminal capacity; MR noted that daa will still have to go through the relevant planning and environmental processes and that at the moment this is only a plan.</p> <p><b>PF</b> queried if the Engine Test Site (ETS) would result in the aircraft facing north; GOR also noted that the ETS relocation site was closer to Dunbro Lane; MD stated that the ETS is currently being located to the centre of the airfield south east of the west apron; GOR queried timelines for the Pier development; SOD noted that she would revert with this information and noted that it was a long term master plan.</p>	<p><b>daa to forward location of ETS in the centre of the airfield.</b></p> <p><b>daa to revert re timeline for the proposed pier development</b></p>

**Next Scheduled CLG Meeting:**  
7<sup>th</sup> February 2019  
7.00pm – 9.00pm  
Radisson Blu Hotel, Dublin Airport



## St Margarets/The Ward Action Plan Requirements

DAA - Noise		
1.	<p>DAA to fund an independent noise consultant to review DAA Noise Data. The consultant appointed to be managed by, and deal directly with the community and assimilate questions/issues raised by the community with a view to engaging directly with the DAA on noise related issues regarding the existing and north runway. The consultant to be engaged for an agreed time frame between DAA and residents.</p>	<p>daa has consistently declined this request. We would re-iterate that all of our data has been collated using best practice methods that are widely applied by many airports around the world.</p> <p>The noise data used to inform the contours has been collated by expert acoustic consultants, Bickerdike Allen Partners (BAP) who undertake work in this field for airports, local authorities and Government Departments throughout the UK and Europe. Fingal County Council's acoustic consultants, Amec Foster Wheeler (AFW) independently reviewed the contours and the methodology used to create them, during the discharge of planning conditions process.</p> <p>We believe that the analysis of contours to date has been robust, thorough and has been fairly assessed. Over the coming months, Fingal County Council which is the designated Competent Authority under EU 598, will be implementing its own regime in relation to noise management at Dublin Airport and will also be assessing and reviewing pertinent data.</p> <p>A number of meetings have been held with the public and daa's noise consultants, Bickerdike, Allen and Partners (BAP) to provide more information on the compilation of the noise contours. Two public consultations have also been held where noise experts were on hand to explain the methodology and outputs.</p> <p>As previously stated, we would be happy to facilitate a further meeting with an independent acoustic specialist to explain further the noise metrics and noise contours. Should the group wish for this to take place, do forward the noise queries in advance so that the presentation can be tailored accordingly.</p>
2.	<p>The independent noise consultant to benchmark existing Lden noise exposure for both daytime and nighttime from the northern runway and additional reports on Lden noise exposure when the new Southern Runway before and after sign off as operational and for a</p>	<p>daa will not be providing an independent noise consultant. The original noise contours were subject to a robust procedure through Fingal County Council, An Bord Pleanala, and were also assessed independently by Thornleigh Taylor. A review by the Competent Authority is the next step in the process and there will be a public consultation where everyone will have a say.</p> <p>Once the Competent Authority is appointed, we will be engaging with</p>



	<p>period thereafter. The consultant to compare existing noise mapping against new noise maps and include obvious exclusions of properties where appropriate to do so.</p>	<p>it on the information that it needs us to provide, including these metrics. Lden and Lnight contours were produced in 2016 as directed by EU Environmental Noise Directive (END) and are available on Dublin Airport's website at <a href="https://www.dublinairport.com/about-us/-community-affairs/contour-maps">https://www.dublinairport.com/about-us/-community-affairs/contour-maps</a>. These will be produced every 5 years in accordance with the legislative provisions. While Lden contours have not yet been produced for future operations, we are likely to do so as part of the engagement with the Competent Authority.</p>
3.	<p>Placement of additional permanent noise monitors in agreed locations by 1st Quarter of 2019. Monitors to be placed in 'no mans land' (locations to be agreed with the community) between the proposed runways in 1st Quarter of 2019 to enable accurate current noise levels to be captured and to accurately ascertain the potential increased noise levels in the community when the Southern Runway is operational.</p>	<p>In line with peer airports, Noise Monitoring Terminals are located at 6.5km from the 'start of roll' of aircraft on the runway, in line with ICAO recommendations. There is an action item in the draft Noise Action Plan which proposes an expansion of Noise Monitoring Terminals around the airport.</p> <p>The locations must be safe, secure and have access to power. Permanent monitors also require planning permission and a concrete base. We would propose that 2-3 temporary monitors could initially be located in the area to assess if the location is suitable. It would be helpful if the residents could revert with 2-3 locations, that can then be assessed for their suitability. A temporary monitor could then generate a report in order to assess if the location is suitable for a permanent monitor.</p>
4.	<p>The DAA is requested to provide noise data which has been requested over the last 18months following the completion of the court cases.</p>	<p>This data was presented to the SMCRG on the 31st October. The information can also be presented at the next CLG meeting or at a separate meeting of CLG attendees. Residents to revert to daa with whichever option is most suitable.</p>
5.	<p>The voluntary buy out scheme to be extended to 5 years post the north runway becoming fully operational to allow residents a realistic opportunity to make informed decisions regarding their future in their homes.</p>	<p>A number of home owners have already expressed interest in the scheme which went through a detailed process with Fingal County Council in order to get sign off and will not be revisited.</p> <p>This scheme first opened in 2017 and will therefore be open for a total of 8 years for the first tranche. The contours underlying the scheme will be reviewed every 2 years and eligible residents can opt into this scheme for up to 3 years after the commencement of operations on North Runway.</p>
6.	<p>DAA to provide clarification of the selection criteria for the 9 houses selected by Anderson Acoustics for noise investigation following their initial property survey.</p>	<p>As stipulated in the insulation scheme methodology and approved by FCC, site inspections and acoustic surveys in a 20% representative sample of properties are being conducted as part of the quality control measures during the construction phase.</p> <p>The purpose of the pre-and post-works exercises is to measure the sound insulation performance of the external building fabric of each property both before and after the works and to demonstrate that the works achieve the performance improvements set out in the</p>



		<p>Statements of Need.</p> <p>The dwellings comprising the 20% representative sample were selected based on an even distribution of houses across the combined predicted 2022 63dB LAeq16h contour with a focus on selecting a variety of house types, i.e. single storey, bungalow, two storey, dormer, detached, semi-detached, terraced, and of varying constructions.</p>
7.	<p>A health survey to be undertaken of residents in the St Margarets/The Ward area following the guidelines of the new World Health Organisation regulations on noise pollution.</p>	<p>A comprehensive Environmental Impact Statement (EIS) was produced as part of the grant of permission for North Runway. This analysis considered the cumulative impact of the airport operations including the existing southern runway. There was widespread consultation with statutory consultees, community groups and individuals, and the EIS included an assessment of changes in air quality and noise directly attributed to the project, building on the baseline which included the existing runway. The assessment concluded: "On the basis of an effects assessment at the predicted level of exposure it may be concluded that there will be no significant human health risk."</p> <p>daa will be assessing impacts on human health from noise and air quality in line with requirements of any future consenting process.</p>
8.	<p>It is an urgent requirement that DAA/Fingal County Council adhere to the safe noise recommendation levels as published in the 'Environmental Noise Guidelines for the European Region' WHO, 2018.</p>	<p>While there are different types of legislation that Dublin Airport must adhere to in relation to noise, such as EU598 and the Environmental Noise Directive, the WHO guidelines are only guidelines, not statutory requirements. Noise policy and the use of WHO Guidelines, is a matter for the regulatory authorities.</p>
<p><b>DAA Buy Out Scheme</b></p>		
9.	<p>The Voluntary buy out scheme needs to be altered to adhere to the CPO mechanism. The purpose of this is to ensure that the buy out allows for the replacement of existing housing standards within the necessary catchment area required by home/land/business owners in the area. The voluntary buy out scheme using the CPO mechanism to be expanded to include the purchase of all lands/businesses attached to family homes. This ensures the ability of residents to replace like with like.</p>	<p>CPO is not relevant as North Runway is being constructed wholly on daa lands. The approved Voluntary Dwelling Purchase Scheme is exclusively residential and specifically excludes lands and buildings used for other purposes, be that farming or commercial activity. Planning permission specifies that daa has to offer a scheme for the voluntary purchase of dwellings.</p> <p>The market-based valuation is carried out on a like for like basis and against similar types of properties for sale in similar areas and at similar distances from the city.</p> <p>This Scheme offers participants current market value for their dwelling, plus a 30% premium, along with generous allowances for valuations, stamp duty, property conveyancing, moving costs and tax advice. It places no obligation on eligible residents to participate and compares very favourably to schemes at other peer airports.</p>



10.	<p>The voluntary buy out scheme (using the CPO mechanism) to be extended to householders in the Newtown area. At present the scheme applies to the Kilreesk residents who at present are not effected by noise from the new runway. Newtown residents are currently living with traffic from the existing runway. The buy out scheme is providing advantage to one group of residents in the community and disadvantaging another.</p>	<p>As per the planning permission conditions for North Runway, this voluntary scheme applies to dwellings in the 69dB LAeq, 16h noise contour associated with North Runway operations. This scheme has been approved by FCC and will not be revisited.</p> <p>Both daa and our consultants have been collating information with a view to assessing potential future options for our most impacted neighbours. That process has been constrained by delays in the establishment of a new regulatory authority which would independently assess and regulate noise at Dublin Airport.</p> <p>The Aircraft Noise (Dublin Airport) Regulation Bill 2018 was published recently and, when enacted, will empower the Competent Authority to bring much needed clarity for all stakeholders. Such regulation may make provision for various mitigations including insulation or voluntary purchase. We need to await the outcome of this process and then may be able to revisit further mitigations. Further information will be shared in due course.</p>
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#### DAA Air Pollution

11.	<p>DAA to provide a more detailed report on current air quality at Dublin Airport and the surrounding areas. DAA also to provide an impact report on current air quality levels based on their projected growth figures for Dublin Airport.</p>	<p>Dublin Airport currently has an Air Quality Monitoring programme in place both at the airport and in surrounding areas to measure the concentrations of different pollutants in the air. The concentrations of these pollutants (such as nitrogen dioxide) at all locations are well below the national limit values.</p> <p>Air quality results are shared with communities through the Dublin Airport Environmental Working Group and can also be viewed on our website at <a href="https://www.dublinairport.com/about-us/-community-affairs/air-quality-data">https://www.dublinairport.com/about-us/-community-affairs/air-quality-data</a>. At Dublin Airport we are focussed on reducing emissions from our own sources and we work with others at the airport to improve the efficiency of the airside and landside traffic at the airport.</p> <p>The Air Quality Monitoring programme will continue once the new runway becomes operational and we will continue to work on initiatives to ensure that emissions do not pose a risk to local air quality</p> <p>Any future consenting process in relation to the existing planning conditions will most likely included an assessment of future air quality impacts.</p>
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#### DAA Insulation Package

12.	<p>An agreed heat exchange system to be provided in all houses approved for insulation.</p>	<p>The voluntary Residential Noise Insulation Scheme was consulted on, reviewed and signed off by FCC and its noise consultants. It compares favourably to peer airports, as all costs associated with the procurement and installation of the insulation works will be met by</p>
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		<p>Dublin Airport. 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. Dublin Airport's insulation schemes apply to all living areas, whereas some airports only offer insulation for certain rooms in the house.</p> <p>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, while also ensuring a good degree of noise insulation. 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.</p>
13.	<p>All mechanical ventilation products to be hardwired in keeping with interior decoration within dwellings. All finishes to be made good following installation. Mechanical ventilation running costs to be agreed with the DAA and a subsidy paid to each householder opting for this method.</p>	<p>All eligible dwelling owners have the choice of manual or mechanical vents. As with all other running costs of a house, the costs associated with the operation of the mechanical vents are the responsibility of the homeowner. Any homeowner who has chosen this type of mechanical vent can still change their minds and avail of the passive vent.</p> <p>Hardwiring of the mechanical vents into an existing system would require validation that the existing system had been installed and wired in accordance with ET101 &amp; ET105. To comply with ERA 1999, any increase in capacity to the existing distribution system would require verification of the polarity and earthing of the outlets, verification that the current RCD's are fully operational and checking of the main equipotential bonding, all of which would be outside of the scope of the current scheme. Should homeowners wish to engage their own contractor to hardwire the mechanical vents, they may do so at their own expense after daa's contractor has completed all other insulation works at their dwelling. daa, nor its contractors, will be responsible for such private works, and the mechanical vent guarantee will only relate to the product itself, not the private installation works. Should the manufacturer determine that any fault is attributable to the private installation works, neither daa nor its contractors will be responsible.</p> <p>Our contractors will make every effort to minimise damage, but any area which requires replastering/repainting as a result of the installation works will be covered by the scheme. In the rare event that internal plaster or external render comes away during the removal of existing windows/external doors, our contractors will be responsible for making good the plaster/render to match existing. In the event of damage being caused to the decorations around windows/external doors, or where internal plaster/external render has to be made good as part of the works, the decorations to these</p>



		areas of new plaster/render will be touched in. In most instances, it will not be possible to touch in using a colour to match existing; our contractor will, therefore, touch in using either white or magnolia coloured emulsion/masonry paint.
14.	All dwellings to be insulated in accordance with the Fingal Action Plan 2019-2023. Dwellings within the first round of insulation provision to be upgraded to the new guidelines as a matter of urgency.	It was agreed that this question would be clarified by the residents and brought back to daa.
<b>DAA Flight Movements</b>		
15.	Agreement by the DAA that propeller planes adhere to direct flight paths in and out of Dublin airport between the hours of 11.00pm and 06.00am to avoid unnecessary disturbance presently experienced as the number of flights at night should not justify early turn off.	daa recently met with airlines who operate propeller aircraft. There is another meeting scheduled in January, so the group will be updated at the next CLG meeting.
<b>Fingal County Council</b>		
16.	Review road structure and get feedback from communities before progressing with any future developments. There is an urgent requirement for footpaths/cycle lanes from St Margarets village and Rivermeade to St Margarets GAA club, St Margarets to Keelings (Roislin Food Park), path from Kilshane cross from airport roundabout (pathway stops midway along route), Ward Cross to Newpark Nursing home, From R135 Roundabout at the Brock Inn to The Cherryhound Connection Under the N2. The provision of cycle ways from St Margarets to Dubber Cross along R122 and from St Margarets to Swords road along R108.	While the development of cycleways and paths is always a challenge due to their possible passage through landowner's land, Fingal County Council planners will be made aware of this concern and an update will be brought back to the group.
17.	Fingal County Council to ensure that any proposed road	The groups' concerns will be brought to the attention of the road designers.



	<p>infrastructure developments do not break openings for future roads/access until the developments are signed off for development. Presently the N2/N3 link road has road access completed for a number of years particularly at roundabouts which are continually being used as locations for temporary halting sites and fly tipping. To prevent such use Fingal County Council have installed unsightly boulders to keep these areas secure. A commitment from FCC is sought in this regard as a matter of urgency.</p>	
<p>18.</p>	<p>Fingal County Council Noise maps are larger than DAA noise maps, so FCC noise maps are the terms of reference being used by St Margarets/The Ward Residents Group. Page 381 of the Fingal County Development plan shows that that the St Margarets area is fundamentally blocked from future development but does not give consideration to residents who wish to move due to the noise or other fallout from Airport Developments. A number of remedies are sought from FCC in this regard. The establishment of a working group to look at the St Margarets/The Ward area with a view to agreeing a sustainable plan. These solutions could include limited development for residents who wish to remain, FCC to agree to extend planning permission guideline restrictions to encompass the complete Fingal area rather than the present 5 mile radius from the end of the runway ruling to enable residents of the St Margarets/The Ward to re-locate in the wider Fingal area as residents are finding it difficult to</p>	<p>Planning permission rules are adopted every 7 years by Fingal County Council in line with their development plan and that other rural communities face the same issues. Fingal County Council is currently working on a plan for the area and the concerns that have been raised will be taken on board. The planners are aware of these issues that the local community faces, however they are in a fortunate position that they can seek planning permission 2k from the inner noise zone, whereas in other areas the total distance is 2k. A statutory process must be gone through in order to legally change the planning system.</p> <p>FCC noise maps are created for planning purposes and reflect the anticipated position of contours with the ultimate build out of the airport and with both runways operating at full capacity. The intention is to limit development in areas that may become impacted in the future and protect long term growth potential.</p>



	secure alternative sites within the current restrictive criteria, extension of the buyout scheme (using the CPO mechanism) to include the whole of the St Margarets/The Ward area for those who wish to leave.	
<b>DAA/Fingal County Council Compensation Package</b>		
19.	A team from St Margarets/The Ward residents, Fingal County Council, DAA and local councilors to be formed to agree a compensation package for residents of St Margarets/The Ward for the lack of utility from their homes and gardens.	There is a €10m Community Fund already in place for the areas located under the flight paths at Dublin Airport. A compensation package will not be offered.
<b>DAA Further Education and Development</b>		
20.	DAA to sponsor <b>TWO</b> nominated members of the St Margarets/The Ward committee to attend worldwide/European conferences on aircraft noise and emissions reduction with a view to the local community representative being fully informed on best practices and developments going forward.	In principal daa is supportive of this proposal and is therefore willing to provide the group with a budget for 2019, in order to attend relevant conferences, subject to the T&C's section of the application form appended to this document.



## Community Liaison Group Conference Attendance Application Form

### APPLICANT'S DETAILS:

<b>APPLICANT'S NAME</b>	
<b>ADDRESS</b>	
<b>TELEPHONE NUMBER</b>	
<b>EMAIL ADDRESS</b>	
<b>REPRESENTING (RESIDENT GROUP)</b>	
<b>PROPOSED CONFERENCE</b>	
<b>DATE AND LOCATION</b>	
<b>CONFERENCE FEE</b>	
<b>TRAVEL COSTS</b>	
<b>ACCOMMODATION COSTS</b>	

I wish to attend above conference on behalf of the CLG and will present findings to both the CLG and the DAEWG.

I will provide associated receipts to facilitate reimbursement.

**SIGNED**

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DATE

Completed application should be emailed to the Secretariat for CLG approval prior to any bookings being made. Terms and conditions overleaf apply.

## **Community Liaison Group Conference Attendance Terms and Conditions**

Following a request to facilitate further education and development of the CLG, daa will provide an opportunity for two group members to attend a recognised, relevant conference in 2019.

The following terms and conditions apply:

1. Attendance is limited to two CLG members per annum, either attending a single conference together, or individually at separate conferences.
2. Nominations must be proposed at and approved by the CLG using attached Application Form.
3. Nominated conferences must be recognised/accredited and be relevant to issues pertaining to the CLG.
4. No bookings should be made prior to CLG approval. Costs incurred prior to such approval will not be reimbursed.
5. The initiative provides for reimbursement of vouched conference fees, travel, accommodation and reasonable subsistence expenses up to a maximum of €2,000 per approved attendee.
6. Receipts must accompany each reimbursement claim. Reimbursement will be made by cheque in the attendee's name. Advance payments will not be made.
7. Attendees should not purport to represent daa or Dublin Airport at any conference.
8. Attendees must make the conference literature available to the CLG.
9. Attendees must present a conference review to the CLG and DAEWG within two months of event.
10. Failure to comply with all of these terms and conditions may lead to a reduction or withdrawal of support.
11. All data gathered for the purposes of the application will be treated in accordance with our privacy policy.
12. This is a daa initiative which is being trialled in 2019. The initiative will be reviewed before year-end when a decision to continue, cease or modify will be made.