

SECTION 131 FORM

File With _____

Appeal NO: ABP 314485Defer Re O/H ☐

TO: SEO

Having considered the contents of the submission dated/ received 18/12/24
fromCoim Kearney I recommend that section 131 of the Planning and Development Act, 2000
~~be~~/not be invoked at this stage for the following reason(s): no new issuesE.O.: [Signature]Date: 31/12/24

To EO: _____

Section 131 not to be invoked at this stage. ☐Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: _____

Date: _____

S.A.O.: _____

Date: _____

M _____

Please prepare BP _____ - Section 131 notice enclosing a copy of the attached
submission

to: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No. ABP 314485

1. _____

Please treat correspondence received on 18/12/24 as follows:

1. Update database with new agent for Applicant/Appellant _____

2. Acknowledge with BP 233. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐

Amendments/Comments

Resp Recd Further resp

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☒(e) Inspectorate ☐(c) Processing ☒RETURN TO EO ☐EO: [Signature]Plans Date Stamped ☐Date Stamped Filled in ☐AA: F. WhistonDate: 31/12/24Date: 21/1/25

Derek

Derek Kelly

From: Eoin Keary <eoinkeary@gmail.com>
Sent: Wednesday 18 December 2024 13:03
To: Appeals2
Subject: Re: DAA Relevant Action Case # 314485*:

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hello,

May I add to my appeal that the DAA are violating EU regulation 2014/598 which will end up in the EU courts.

We have the backing of a host of TD's and councillors to bring this to the EU.

From independent auditing to consultation to the IATA definition of "balanced approach".

Regulation 2014/598 - Establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach - EU monitor
eumonitor.eu



@eoinkeary

On 9 Dec 2024, at 11:47, Eoin <eoinkeary@gmail.com> wrote:

Hello,

Some additional data from residence of Ratoath and Ashbourne relating to the flight paths over our towns.

This includes a petition of 1000+ people and statements from some affected people. Please consider this when finalising your decision.

On Sun, 8 Dec 2024 at 23:38, Eoin Keary <eoinkeary@gmail.com> wrote:
To whom it may concern

In relation to some of the major changes the DAA is looking for in the Relevant Action I'd like to add to my previous observation.

Item 1:

Day hours change from 7am - 11pm to *new times of 6am - midnight.

It is already affecting myself mentally and my family in Ratoath. Being woken up 7 days per week with the current hours of operation. I have not had a "lie in" on a weekend without sleep disturbance for near on 2 years. The stress of the constant noise between 60-70dB every few minutes is currently very difficult. This starts from the south runway ant 6:30 moving to the. Forth runway ant 7:00.

Extending operational hours will result in only 6 of every 24hr period without the continuous noise of jet engines overhead.
If the path was changed not to fly over Ratoath this would not be an issue.

Item 2: Removal of night-time movement cap (65 flights per night) to basically *Unlimited Flights* (DAA want a noise quota system *WITHOUT* a limit). Unlimited movements is again a complete disregard for the residents of Ratoath. How are we expected to live and work with such constant noise. A simple solution is to address the issue of flight paths over Ratoath and the impact is dramatically reduced.

Item 3: Retention of the deviated flightpaths currently being used which is not the approved flightpath from 2007 planning permission.

It is obvious the DAA have complete resentment and disregard for the population of Ratoath and Ashbourne in the name of growth.
If the current flight paths adhered to the 2007 path, the above issues would not be such a problem. What's is core to the growth of the airport is that flight paths adhere to planning from 2007 and avoid towns such as Ratoath at 4,000ft and 60dB-70dB every few minutes.

It is not a singular aircraft that's the issue. It's the 1300+ flights for 16hrs per month at 60-70dB that's very stressful for myself, my family, neighbours and residents of Ratoath.

In addition,

It will also devalue our property and force people to move from the area which is deeply unfair to innocent bystanders such as ourselves.

Please consider the above when making your decision. In faith you shall consider our position.

Regards,
Eoin Keary,
Ratoath.

@eoinkeary

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Eoin Keary

<Noise pollution Impacts.pdf>