

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485

TO: SEO

Defer Re O/H ☐Having considered the contents of the submission dated/received 23/12/24
fromPeter Arundel 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 m lssedE.O.: [Signature]Date: 8/1/25

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: _____

S. 37

File With _____

CORRESPONDENCE FORM

Appeal No: ABP _____

M _____

Please treat correspondence received on _____ as follows:

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

2. Acknowledge with BP _____

3. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐**Amendments/Comments****4. Attach to file**(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐

EO:

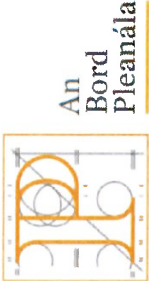
Plans Date Stamped ☐Date Stamped Filled in ☐

AA:

Date:

Date:

Lodgement Cover Sheet - LDG-077126-25



Details

Lodgement Date	23/12/2024
Customer	Qatar Airways
Lodgement Channel	Email
Lodgement by Agent	No
Agent Name	
Correspondence Primarily Sent to	
Registered Post Reference	

Lodgement ID	LDG-077126-25
Map ID	
Created By	James Sweeney
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	F20A/0668

Categorisation

Lodgement Type	Observation / Submission
Section	Processing

PA Name	Fingal County Council
Case Type (3rd Level Category)	Normal Planning Appeal PDA2000

Fee and Payments

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Paid	0.00
Refund Amount	

Observation/Objection Allowed?	Yes
Payment	
Related Payment Details Record	

Observation

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	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, at Dublin Airport,
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Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F-217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing. The proposed relevant action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs to 2400hrs and 0600 hrs to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300 hrs and 0700 hrs over and above the number stipulated in condition no. 5 of the North Runway Planning

Development Description	<p>Permission, in accordance with the annual night time noise quota. The relevant action pursuant to Section 34C (1) (a) is: To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.'</p> <p>Permission is being sought to amend the above condition so that it reads: 'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.' The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs to 0600 hrs to 0000 hrs. The relevant action also is: To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night</p>
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Case Number	F20A/0668
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time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'. With the following: A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs. In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures: - A noise insulation grant scheme for eligible dwellings within specific night noise contours; - A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019. The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning

PA Decision Date	08/08/2022
County	
Development Type	
Development Address	Dublin Airport, Co. Dublin
Appellant	
Supporting Argument	

	Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum. The planning application will be subject to an assessment by the Aircraft Noise Competent Authority in accordance with the Aircraft Noise (Dublin Airport) Regulations Act 2019 and Regulation (EU) No 598/2014. The planning application is accompanied by information provided for the purposes of such assessment. An Environmental Impact Assessment Report will be submitted with the planning application. The planning application and Environmental Impact Assessment Report may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours of 9.30 - 16.30 (Monday – Friday) at Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin.
Applicant	
Additional Supporting Items	Yes

Cathy Carleton

From: DUB ASM-Curtis Gareth Smith <dubkzqr@ie.qatarairways.com>
Sent: Monday 23 December 2024 16:09
To: Appeals2
Cc: Keith Perera; LHR ASM - Vivien Deak
Subject: FCC Reg. Ref. F20A/0668; ABP Ref: ABP-314485-22
Attachments: Regulatory Decision on Night Time Use of Runway System at Dublin Airport.pdf

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.

Sensitivity: Internal

Dear Sir / Madam,

Please find attached a letter of appeal for your attention.

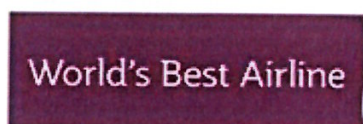
If you have any questions please do not hesitate in contacting me.

Kind Regards,

Curtis Smith
Airport Services Manager

Tel : +353 1 844 7524
Mob: +353 87 162 4567

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QR/AA/1082/25
23 December 2024

URGENT

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1, D01 V902
Ireland

Email: appeals@pleanala.ie

Subject: Draft Regulatory Decision on Night Time Use of Runway System at Dublin Airport

Your Excellency,

Qatar Airways would like to present its highest compliments to the An Bord Pleanála.

With reference to the draft regulatory decision on the night time use of the runway system at Dublin Airport, we would like to highlight that, whereas Qatar Airways appreciates any initiative for the protection of the environment, the airline has some serious concerns over the proposed night time restrictions through a quota count / allocation system aimed at reducing noise pollution, as follows:

- The draft regulatory decision should not impact historic slots as part of the proposed quota count / allocation system.
- Qatar Airways operates its services using a banked structure, i.e. the departure / arrival time is critical for the connectivity of traffic. The draft regulatory decision has the potential to disrupt Qatar Airways' existing slots, leading to negatively affecting the financial viability of the Doha–Dublin route and jeopardising the vital role the airline plays for the Irish passengers as well as the economy as an air bridge to Qatar Airways' global network of over 170 destinations.
- Any imposition of a quota system will restrict Qatar Airways' ongoing and planned expansions in Dublin, thereby limiting the airline's ability to contribute to the growth of the Irish economy, through increased passenger and essential cargo movement. It should be stressed that, in recent years, Qatar Airways has expanded operations in Dublin through increased frequencies and deploying larger wide-body aircraft.
- The potential lack of required frequencies to meet traffic demand due to the proposed quota system may result in constrained capacity among airlines serving to/from Dublin and result in ticket-price hikes to the detriment of Irish customers and international tourists.



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Accordingly, Qatar Airways appeals to the An Bord Pleanála to issue necessary verdict / instruction so that the draft regulatory decision is revisited to ensure the following, among others:

- The protection of airlines' historic slots;
- Allowing trade / swap of slots to offer flexibility to airlines to enable increasing frequencies and optimising capacity; and
- Transparency on longer term plans to increase the caps or relax night time movements in line with future passenger demand.

We would like to take this opportunity to emphasise that Qatar Airways operates a modern fleet of aircraft, which is one of the most important factors to mitigate negative environmental impacts, including noise pollution. Any initiative should seriously consider this factor and make ways for airlines to be able to operate modern aircraft, with reduced environmental impact.

Qatar Airways would highly appreciate Your Authority's favourable consideration of our appeal.

Yours sincerely,

for **Fathi Atti**
Senior Vice President
Aeropolitical and Corporate Affairs