

# ANCA

Consultation meeting Thursday 18<sup>th</sup> November 2021

# Key Points

- Draft Regulatory Decision - for airport with 40mppa to cover 2025 planning application.
- Increase from 6990 requested by DAA increased to 16260 AQC p.a.
- 8 years for airlines to change fleets to quieter aircraft - 2022 – 2030 to remain with current noise levels-
- The planning permission did not allow night flights on North Runway and the planning had 31 conditions . This is a new planning application as this changes the content and spirit of the permission granted for the entire planning document, including condition 7 , 8 and 9 .

## Key Points (2)

- The Noise contours used in the current permission , do not align with this application - the flight path contour – THE LONGITUDINAL CORRIDOR TRIANGLE is absent and not considered . Instead this critically significant data, is considered as part of the 63-69 day and night contours.
- The Longitudinal data from DAA – October 2018 was not considered in this decision – considering DAA were the candidate NAO applicant directing the data by which ANCA are now using this application to set up the required NAO per the EU regulations. The Draft Regulations, is the operational manual for DAA to operate their airport as they want to.

# SUMMARY OF POINTS

- The Flight path contour is missing – namely the The Longitudinal Corridor Contour.
- There is no voluntary home and property buyout scheme in place for this application to remove the night time restrictions on the airport by removing the 65 movements on South Runway and permitting 24 hour ATMs on the North runway. ( to include ATC – delays, emergencies etc) .
- There is no insulation scheme capable of reducing the noise level to 45db den and 30-40db per the WHO for the Longitudinal Corridor Contour that can be validated – no field study was completed at our homes.

# What do we want.

- While we understand the economic needs our human and civil rights are being disregarded.
- Recognition of all our loss, stability, identity, property, quality of life , future plans and dreams - this was afforded to 14 families on the east side of the north runway, home to them on daa land and with the runway due to open in August 2022, the same regard has not been afforded to the flight path residents. We are stuck in limbo.
- We want the same special deal, with no scheme – voluntary or otherwise, to have a roadmap to make decisions for our homes and futures and deal with an independent body to achieve a deal to our total satisfaction – as those families did. ( this was committed to, by the Dept of Transport on 12<sup>th</sup> December 2019 , following a meeting with Darragh O'Brien and Robert Troy in the Dail on 28<sup>th</sup> November 2018 at the time ANCA was established.
- We want an end to the mental and physical torture, we have experienced over the last 22 years with five FDP, NAP , Dublin Airport Masterplan, F04A/1755 – oral hearing with ABP 2006-2007 decision, meetings with FCC on roads, High Court challenge on extension of time for F04A/1755 and breach of the waste management condition (12h) and submission to the CAR. This has amounted to 22 years of mental wearing down, impacted on our lives , in terms of missing out on family and personal activity - victimised and disregarded in all our submissions with no meaningful engagement.
- The Coercive control and victimisation , in disregarding us, must now come to an end, as the alternative is a discrimination case in the courts of the land , and Europe.