



Noel & Breda Deegan
Anfield House
Kilreesk Lane
St. Margarets
Co. Dublin
K67 KT51

AN BORD PLEANÁLA	
LDG-	056901-22
ABP-	
05 SEP 2022	
Fee: €	270
Type:	cash
Time:	12:30
By:	hand

Date: 26 October, 2021

ACKNOWLEDGEMENT of RECEIPT of SUBMISSION or OBSERVATION on a PLANNING APPLICATION

THIS IS AN IMPORTANT DOCUMENT!

KEEP THIS DOCUMENT SAFELY, YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN BORD PLEANALA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE **ONLY** FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN BORD PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

PLANNING AUTHORITY NAME –

FINGAL COUNTY COUNCIL

PLANNING APPLICATION REFERENCE NO. –

F20A/0668

A submission/observation in writing, has been received from Noel & Breda Deegan, in relation to the above planning application.

The appropriate fee of €20.00 has been paid. (Fee not applicable to prescribed bodies).

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 -2013 and will be taken into account by the Planning Authority in its determination of the planning application.

Reg. Ref. F20A/0668



Michelle Saur
For Senior Executive Officer

Fingal County Council Stamp

Area: Swords

Development:

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, 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 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.'

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 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 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.

AI received 13/09/21

AI deemed significant

Revised public notices(SAI) received 21/09/21

Location: Dublin Airport, Co. Dublin.

Applicant: daa plc

Application Type: Permission

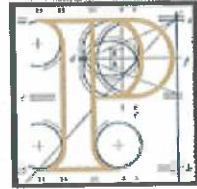
Date Received: 21 September, 2021

Reg. Ref. F20A/0668

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ACKNOWLEDGEMENT TO AN BORD PLEANALA IF YOU WISH TO APPEAL THE DECISION OF
THE PLANNING AUTHORITY.**

**Please note that all planning applications, including submissions/objections will be
published on the Council's website.**



Planning Appeal Check List
(Please read notes overleaf before completing)

1. The appeal must be in writing (e.g. not made by electronic means).

1. State the –

- name of the appellant
(not care of agent)
- address of the appellant
(not care of agent)

Sheila Hand on Behalf of
Sheila + Paddy Hand
Val + Valeria Salagean

3. If an agent is involved, state the –

- Name of the agent
- Address of the agent

Breola + Noel Deegan
Fergus Rice
Residents of KilReesk Lane

4. State the Subject Matter of the Appeal *

- Brief description of the development changing Condition (3d) + Condition 5
on PLO6F-2TH+29 Relating to night time use of Runway system
- Location of the development West of Dublin Airport – North Runway
+ South Runway
- Name of planning authority Fingal County Council

- Planning authority register reference number F20A/0668
Decision order No. PF/1692/22. 8/8/22

* Alternatively, enclose a copy of the decision of the planning authority as the statement of the Subject Matter of the Appeal.

- Attach, in full, the grounds of appeal and the reasons, considerations and arguments on which they are based.
- Attach the acknowledgement by the planning authority of receipt of your submission or observations to that authority in respect of the planning application, the subject of this appeal. (Not applicable where the appellant is the applicant).
- Enclose/Pay the correct fee for the appeal and, if requesting an oral hearing of same, the fee for that request see "Guide to fees Payable" under heading of Making an Appeal on Home Page of this website for current fees.
- Ensure that the appeal is received by the Board in the correct manner and in time.

Signed: Sheila Hand

Date: 2-9-2022

A format similar to the above may also be used where a person is making submissions or observations on an appeal in accordance with section 130 of the Planning and Development Act 2000 as amended.. Substitute 'observer' for 'appellant' and 'submission/ observation' for 'appeal' at each reference. Item 6 and that part of 7 concerning an oral hearing request are not applicable to the making of submissions or observations

€ 220 Appeal fee.
€ 50 oral hearing Request.

/Over

Appeal on behalf of[1] Noel and Breda Deegan{ 2 } Patrick and Sheila Hand{ 3 } Fergus Rice

[4 } Val and Valeria Salagean

Residents Of

Kilreesk Lane

St Margarets

Co Dublin.

RE: Appeal to an Bord Pleanala Planning Ref F20A/0668

Decision order No. PF/1692/22

A Chara

These are our homes, and as part of a group of 22 households, we raised our concerns, by attending as participants in the Oral Hearing in 2006, on the original planning permission F04A/1755 and PL06F.217429. The Inspector recommended refusal of the planning for the new runway based on the health implications for those in the flight paths. This was eventually granted in August 2007 with 31 conditions by the Bord of An Bord Pleanala subject to night time restrictions.

Condition 3(d) and 5 stated:

There would be no night time flights on the new runway 10L-28R between 11pm and 7am (night time hours 8 hours per the WHO)

And

The current runway air traffic movements shall not exceed 65 aircraft movements between 11pm and 7am

Reason: To control the frequency of night flights at the airport so as to protect residential amenity.

In 2016, after the runway was shelved for 9 years due to economic reasons, Daa announced the intention to commence the construction, and at the same time, also, to remove the night time restrictions, that were imposed, by ABP in the interest of the flight path residents and their health and well-being, to an entitlement to a night's sleep every night.

Our group were not permitted to make a submission to the planning authority, when Daa requested a time extension on the planning permission from 10 to 15 years in December 2016. This was the first condition changed. This led to legal action taken by our residents.

Today we find ourselves, with the applicant lodging a planning application, using the original conditions, but seeking to remove the night time safeguards for residents to have a night's sleep and having wider health consequences.

We see from the Draft Regulatory Decision that ANCA have granted more than what was requested by daa with 16,260 so called AQC's with no equitable comparison figure as to, how many actual Air Traffic movements that will be, per annum, per week, per night.

Much research has proven that sleep deprivation has major cascading health consequences for those under the flight path.

The Voluntary Insulation on offer, agreed to by daa and FCC, as part of the planning conditions, will not be adequate or attainable to achieve under 40db at night and 45db Lden.

This was confirmed by Daa's own noise consultants at a roadshow meeting in St Margarets GAA complex, on the Flight Paths, on viewing where our home was. Please view the Longitudinal data as the true noise levels Kilreesk Lane will experience on operation of the runway.

The other mitigation put forward to ANCA is the VDPS which again was agreed with the applicant, Daa and the planning Authority, excluding those adversely

affected by this VDPS. The scheme has been rejected by those included in the scheme to date. This demonstrates this scheme does not go far enough in considering the lives, community identity, loss of quality of life, and any incentive to have a real choice. Our community has been disregarded by Daa in the past number of Development plans and swallowed up in the development for the future plan.

We have been left in limbo with mitigation solutions put forward, that consider us insignificant, disregarded in any meaningful sense.

The contours used do not reflect the real time aircraft noise . These contours have been changed three times over the course of this planning application.

There is one contour missing, the Flight path Corridor, and this should be included in the contours to show the difference in the aircraft take offs and landings under the flight paths along with the other contours used for residents further out.

The fact this flight path contour is missing, hides the true noise impact on those adversely affected. These are the measures that should be considered in relation to. Document attached as Appendices 2 to this submission.

We are appealing to An Bord Pleanála to listen to us, and to place yourselves in our kitchens, our bedrooms, our living rooms and imagine 24 flights on two runways on the western side of the airport, where 70% of flights take off. We are in a limbo state, excluded from consultation in the Insulation the Home buy out scheme and feel left out of this decision to remove night time restrictions as an economic entitlement to the detriment of the health of those adversely affected.

The stress and anxiety has been with us , every day and continues to cause unnecessary worry that continues to hang over us and has already impacted on our lives and mental health. We have been unable to plan ahead and enjoy our daily lives with the uncertainty on our minds every day.

We are not insignificant – our health and well being must be priority in this planning permission, as per its original status. No night time flights from 11pm – 7am on the new runway and reduced take offs and landings to 65 on

the current runway must remain in place , for our health and well-being and permit us to get on living and enjoying our lives.

Noel and Breda Deegan have racing pigeons, 400 in total including young. The flight path is directly over the pigeon loft and will have a devastating effect on the birds and their performance. They are released three times a day. There will be a concern obviously, now with safety of low flying aircraft for all concerned. Also one of his family members is receiving cancer treatment, and his son has been diagnosed with Autism. This will have a serious impact on their conditions. The health and well being of this family must be considered.

Our farm is a stud farm (Paddy and Sheila Hand) and we have mares in foal, and horses are very sensitive to noise, particularly aircraft noise. Our grand daughter is taking over the family business and attending specialised equine college to specialise in the breeding and training of horses for the bloodstock, and livery industry. Kayleigh rides the horses daily on the lane, and fields. It is well known that horses can be spooked very easily, due to noise, and must be treated very sensitively.

Val Salagean and Valerie are committed to organic food production with natural honey and free – range eggs and ducks, and organic vegetables, and herbs.

To conclude, these night time restrictions must be adhered to , per the planning permission PL06F. 217429 to entitle us to a full nights sleep and rest, from 11pm to 7am - night time hours, with 65 movements from 11pm to 7am with no night flights on north runway from 11pm to 7am. This was imposed by the Board, following recommendation by the Inspector, not to permit the grant of permission.

This runway was granted permission on the basis of night time restrictions. Should ABP grant this appeal to DAA – this will place us in a precarious and comprising position, causing mental, physical and emotional distress , at this time and in the long term.

We must be prioritised in this decision by An Bord Pleanála, in the interest of our health and safety.

We are requesting an oral hearing due to the precarious position we find ourselves in.

Is Mise le Meas

Sheila Hand

On behalf of Sheila and Paddy Hand – Kilreesk Lane St Margarets Co Dublin

Noel and Breda Deegan,

Kilreesk Lane , St Margarets , Co Dublin

Fergus Rice,

Kilreesk Lane, St Margarets, Co Dublin

Val and Valeria Salagean

Kilreesk Lane, St Margarets, Co. dublin

.....*Sheila Hand*.....

Dated*2-9-2022*.....

Comhairle Contae Fhine Gall
Fingal County Council

An Roinn um Pleanáil agus
Infrastruchtúr Straitéiseach
Planning and Strategic
Infrastructure Department



Noel & Breda Deegan
Anfield House
Kilreesk Lane
St. Margarets
Co. Dublin
K67 KT51

Date: 26 October, 2021

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PLANNING AUTHORITY NAME -

FINGAL COUNTY COUNCIL

PLANNING APPLICATION REFERENCE NO. -

F20A/0668

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The appropriate fee of €20.00 has been paid. (Fee not applicable to prescribed bodies).

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 -2013 and will be taken into account by the Planning Authority in its determination of the planning application.

Submission on behalf of Sheila and Paddy Hand

Cill Maine Stud

Kilreesk Lane

St Margarets

Co Dublin

K67T9Y 5

21/10/2021



Ref : Additional information F20A/0668

A Chara

As my home is identified as one of the 38 homes adversely affected by the planning condition F04A/1755 PL 06F.217429 .

We will experience 80-90 DB LAMAX 24 hours a day which include schedule flights and exemptions (non schedule) that include the larger aircraft code F that will only use the new runway When it comes onto operation.

We operate a stud farm and we continually have mares in foal and they usually foal at night.

THE cumulative effects of the currant runway with north runway will make the quality of our lives a serious health hazard .

The insulation scheme will not mitigate our loss of tranquillity from 11. 00 p.m. to 7.00 a.m.

In the morning .

The insulation can only be fully tested when the North runway is operational.

We are already impacted with the noise of the currant runway .

The VDPS as it currently stands is not acceptable nor is any relocation options .

D.A.A. F.C.C. AND A.N.C.A. must engage with me directly in relation to this application and the impact it will have on our health and financial spectrum

I REJECT THIS APPLICATION F20/0668

Patrick Hand Sheila Hand
Patrick Hand *Sheila Hand*

Submission on behalf of Fergus Rice

Kilreesk Lane

St Margarets

Co Dublin



21/10/2021

Ref : Additional information F20A/0668

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THE cumulative effects of the current runway with north runway will make the quality of our lives a serious health hazard .

The insulation scheme will not mitigate our loss of tranquillity from 11. 00 p.m. to 7.00 a.m.

In the morning .

The insulation can only be fully tested when the North runway is operational.

We are already impacted with the noise of the current runway .

The VDPS as it currently stands is not acceptable nor is any relocation options .

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I REJECT THIS APPLICATION F20/0668

Fergus Rice

Fergus Rice

Submission on behalf of Valerian and Valerica Salagean

Kilreesk Lane

St Margarets

Co Dublin

K67Wy42

21/10/2021



Ref : Additional information F20A/0668

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As my home is one of the 38 homes adversely affected by the planning condition F04A/1755 PL 06F.217429 .

We will experience 80-90 DB LAMAX 24 hours a day which include schedule flights and exemptions { that include the larger aircraft code F that will only use the new runway When it comes onto operation.

I am a bee keeper and I also grow vegetables and I have chickens

THE cumulative effects of the currant runway with north runway will make the quality of our lives a serious health hazard .

The insulation scheme will not mitigate our loss of tranquillity from 11. 00 p.m. to 7.00 a.m.

In the morning .

The insulation can only be fully tested when the North runway is operational.

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Valerian Salagean

A handwritten signature in black ink, appearing to be 'Valerian'.

Valerica Salagean

A handwritten signature in black ink, appearing to be 'Valerica Salagean'.

0Submission on behalf of Sheila & Paddy Hand

Cill Maine Stud

Kilreesk Lane

St Margarets

Co Dublin. K67 T9Y5

(3)

Aircraft Noise Competent Authority

ANCA

Fingal County Council , County Hall, Swords Co Dublin.

25th February 2022.Attention :Ethne Fenton & ANCA TEAM

RE: Submission to Draft Regulatory Decision on Planning Application
F20A/0668 lodged on 21st December 2020 – Consultation Process.

A Chara

I attach our submission in relation to the above. We are very concerned as our home and Stud Farm is located directly under the new runway, due to open in August and part of the Noise Consultation process. I also attach our last submission for your information.

This is our home, and as part of a group of 22 households, we raised our concerns, by attending as participants in the Oral Hearing in 2006, on the original planning permission F04A/1755 and PL06F.217429. The Inspector recommended refusal of the planning for the new runway based on the health implications for those in the flight paths. This was eventually granted in August 2007 with 31 conditions by the Bord of An Bord Pleanala subject to night time restrictions.

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And

The current runway air traffic movements shall not exceed 65 aircraft movements between 11pm and 7am

Reason: To control the frequency of night flights at the airports at the airport so as to protect residential amenity.

In 2016, after the runway was shelved for 9 years due to economic reasons, Daa announced the intension to commence the construction , and at the same time, also, to remove the night time restrictions , that were imposed, by ABP in the interest of the flight path residents and their health and well-being, to an entitlement to a nights sleep every night.

Our group were not permitted to make a submission to the planning authority, when Daa requested a time extension on the planning permission from 10 to 15 years in December 2016. This was the first condition changed. This led to legal action taken by our residents.

Today we find ourselves, with the applicant lodging a planning application , using the original conditions, but seeking to remove the night time safe guards for residents to have a nights sleep and having wider health consequences.

We see from the Draft Regulatory Decision that ANCA have granted more than what was requested by daa with 16,260 so called AQC's with no equitable comparison figure as to, how many actual Air Traffic movements that will be , per annum, per week, per night.

Much research has proven that sleep deprivation has major cascading health consequences for those under the flight path.

The Voluntary Insulation on offer, agreed to by daa and FCC , as part of the planning conditions, will not be adequate or attainable to achieve under 40db at night and 45db Lden.

This was confirmed by Daa's own noise consultants at a roadshow meeting in St Margarets GAA complex, on the Flight Paths , on viewing where our home was. Please view the Longitudinal data as the true noise levels Kilreesk Lane will experience on operation of the runway.

The other mitigation put forward to ANCA is the VDPS which again was agreed with the applicant, Daa and the planning Authority , excluding those adversely affected by this VDPS. The scheme has been rejected by those included in the scheme to date. This demonstrates this scheme does not go far enough in considering the lives, community identity, loss of quality of life, and any incentive to have a real choice. Our community has been disregarded by Daa in the past number of Development plans and swallowed up in the development for the future plan.

We have been left in limbo with mitigation solutions put forward, that consider us insignificant, disregarded in any meaningful sense.

The contours used do not reflect the real time aircraft noise . These contours have been changed three times over the course of this planning application.

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The fact this flight path contour is missing, hides the true noise impact on those adversely affected. These are the measures that should be considered in relation to. Document attached as Appendices 2 to this submission.

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We are not insignificant – our health and well being must be priority in this planning permission, as per its original status. No night time flights from 11pm – 7am on the new runway and reduced take offs and landings to 65 on the current runway must remain in place , for our health and well-being and permit us to get on living and enjoying our lives.

There has been proposals put forward to align the summer time hours with Europe, as we are 1 hour ahead in the summer time here in Ireland. Daa claim due to this summer time change every year, the 6-7am is necessary for European airports and business.

Should this become EU legislation be ratified , this will mean, DAA and Dublin Airport will gain those extra hours - 6am – 7 am will then be 5am – 6am and 11pm – 12pm will become 12pm – 0100am into the next day. This legislation is currently in the early and discussion stages.

To conclude, these night time restrictions must be adhered to , per the planning permission PL06F. 217429 to entitle us to a full nights sleep and rest, from 11pm to 7am - night time hours – as recognised by the EU and WHO.

Is Mise le Meas

Sheila & Paddy Hand

Attachments: Submission to Fingal County Council on F20A/0668

Appendix 1

Longitudinal data received from BAP – DAA Consultants

Appendix 2.

2

Bickerdike
Allen
Partners

DUBLIN AIRPORT

A11219-N01-DR

29 August 2018

'LONGITUDINAL ANALYSIS' – L_{Amax} AND SEL NOISE LEVELS

1.0 INTRODUCTION

Bickerdike Allen Partners LLP (BAP) have been retained by daa to predict the levels of airborne aircraft noise from individual movements close to the airport. That is from departing aircraft shortly after take-off and from arriving aircraft shortly before landing. This information has been provided in accordance with a request from the St. Margaret's Concerned Residents community group.

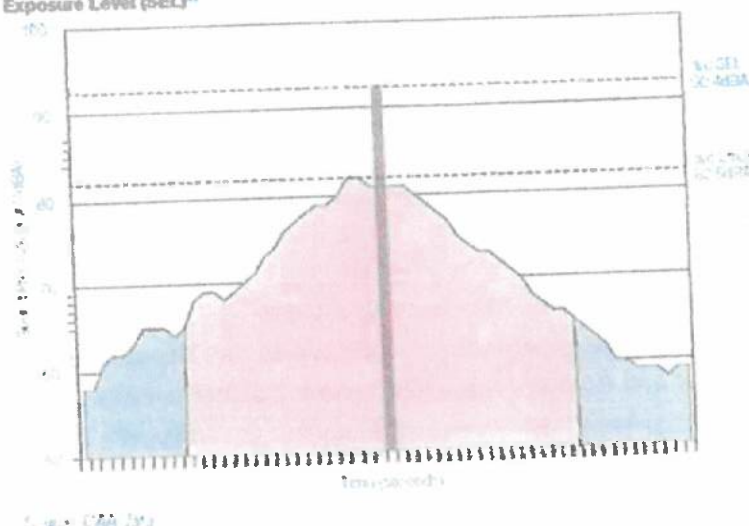
BAP have predicted the noise for six key aircraft types that either currently operate, have operated, or are forecast to operate in the future at Dublin Airport. The noise levels have been predicted for both arrivals and departures at eight points ranging from 0.5 to 4 km, in 0.5 km steps, from the west end of the permitted North Runway along the extended runway centreline. The points are shown in the attached drawing A11219-N01-01. This note reports these predicted noise levels and details the methodology used in their calculation.

2.0 METHODOLOGY

Noise levels have been calculated using the Federal Aviation Administration (FAA) Integrated Noise Model (INM) version 7.0d. The same software was used for the noise mapping of Dublin Airport undertaken for the Environmental Protection Agency (EPA) in 2017.

Noise levels have been calculated in terms of both L_{Amax} and Sound Exposure Level (SEL). L_{Amax} is the maximum instantaneous sound pressure level of an aircraft movement. SEL is a measure of the total noise from an aircraft movement. The SEL noise level for an aircraft movement is the sum of all the noise energy for the event expressed as an average noise level for 1 second. This is shown in the figure below. By adding the SELs of all of the operations at the airport over either 16 hours or 8 hours for the daytime and night time periods respectively and then averaging you get the $L_{Aeq,T}$ average noise contours.

Figure 3.1: Aircraft time history, showing maximum level L_{Amax} and associated Sound Exposure Level (SEL)⁹⁰



Source: CAA 2016

The predictions assume the permitted North Runway is in operation. Arrivals have been modelled as using Runway 10L and departures have been modelled as using Runway 28R, both of these overfly the area to the north-west of the airport. Arrivals and departures have been modelled using straight routes, that is along the extended centreline of the North Runway.

Noise levels have been calculated for six key aircraft types:

- The Boeing 737-800 and the Airbus A320, which are the current most common aircraft types at Dublin Airport and in 2016 they performed around 37% and 23% of the total movements respectively;
- The Boeing 737 MAX8, which is forecast to be the most common type in the future, but doesn't yet operate in significant numbers;
- The Airbus A330-300, which is the current most common wide-body aircraft and in 2016 performed around 2% of the total movements;
- The Airbus A380, which is the largest aircraft forecast to operate at Dublin, but doesn't currently operate at Dublin;
- The Boeing 737-200, which is an older aircraft type that used to operate in large numbers, but no longer operates at Dublin. Noise levels have been provided for the Boeing 737-200 to illustrate how aircraft technology improves over time and that each generation of aircraft is quieter than the previous.

The INM noise modelling software includes a database of aircraft types and associated noise performance data. It is possible to refine this default data by a validation procedure to better predict aircraft noise around an airport based on actual noise monitoring data where this is available. At Dublin, the permanent noise monitoring and flight track keeping system provides this opportunity.

BAP have validated the default INM noise predictions for the most common aircraft at Dublin by comparing predicted noise levels with the noise levels measured at the airport's noise monitoring terminals (NMTs). Based on the validation exercise modifications have been made to the default INM noise predictions for the Boeing 737-800, the Airbus A320 and the Airbus A330-300. An aircraft type for the Boeing 737 MAX8 is not included in the INM, therefore the noise levels have been predicted for the Boeing 737-800 with an allowance made for the lower noise levels of the MAX8. This allowance has been based on the assumptions used by ECRD in their work for the Airports Commission in the UK¹.

Departures by the single aisle aircraft have been modelled as using intersection take-offs, whereas departures by the wide-body aircraft have been modelled as using the full runway length, as is expected to be the case once the runway is operational.

¹ Baseline and Local Assessment Methodology Addendum, December 2014:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/389579/noise_methodology_addendum.pdf

3.0 RESULTS

The L_{Amax} and SEL noise levels rounded to the nearest decibel are given in Tables 2 and 3 below.

Operation	Aircraft Type	Noise Level, dB L_{Amax}							
		0.5 km	1.0 km	1.5 km	2.0 km	2.5 km	3.0 km	3.5 km	4.0 km
Departure	Airbus A320	86	83	78	78	77	77	76	76
	Airbus A330-300	91	90	89	88	87	83	82	81
	Airbus A380	89	88	87	86	85	84	83	83
	Boeing 737 Max8	87	84	81	79	78	77	77	76
	Boeing 737-800	90	87	83	81	80	80	79	79
	Boeing 737-200	96	94	93	92	90	87	86	85
Arrival	Airbus A320	94	90	87	85	83	81	80	79
	Airbus A330-300	97	93	90	87	86	84	83	82
	Airbus A380	95	91	89	87	85	83	82	81
	Boeing 737 Max8	94	90	87	85	83	81	80	79
	Boeing 737-800	94	90	87	85	83	81	80	79
	Boeing 737-200	94	90	88	86	84	82	81	80

Table 2: L_{Amax} Noise Levels at Assessment Locations

Operation	Aircraft Type	Noise Level, dB(A) SEL							
		0.5 km	1.0 km	1.5 km	2.0 km	2.5 km	3.0 km	3.5 km	4.0 km
Departure	Airbus A320	94	92	89	88	87	87	86	86
	Airbus A330-300	99	98	97	96	95	92	91	90
	Airbus A380	97	96	95	94	93	92	92	91
	Boeing 737 Max8	95	93	89	88	87	86	85	85
	Boeing 737-800	97	95	92	90	89	88	88	87
	Boeing 737-200	104	103	101	100	97	95	94	93
Arrival	Airbus A320	99	96	94	92	90	89	89	88
	Airbus A330-300	101	99	97	95	94	93	92	91
	Airbus A380	100	98	96	94	93	92	91	91
	Boeing 737 Max8	96	94	92	91	90	89	88	87
	Boeing 737-800	97	95	93	91	90	89	88	88
	Boeing 737-200	97	95	94	93	91	90	90	89

Table 3: SEL Noise Levels at Assessment Locations

4.0 SUMMARY

The noise levels for arrivals and departures by six key aircraft types have been predicted for operations on the permitted North Runway.

Duncan Rogers

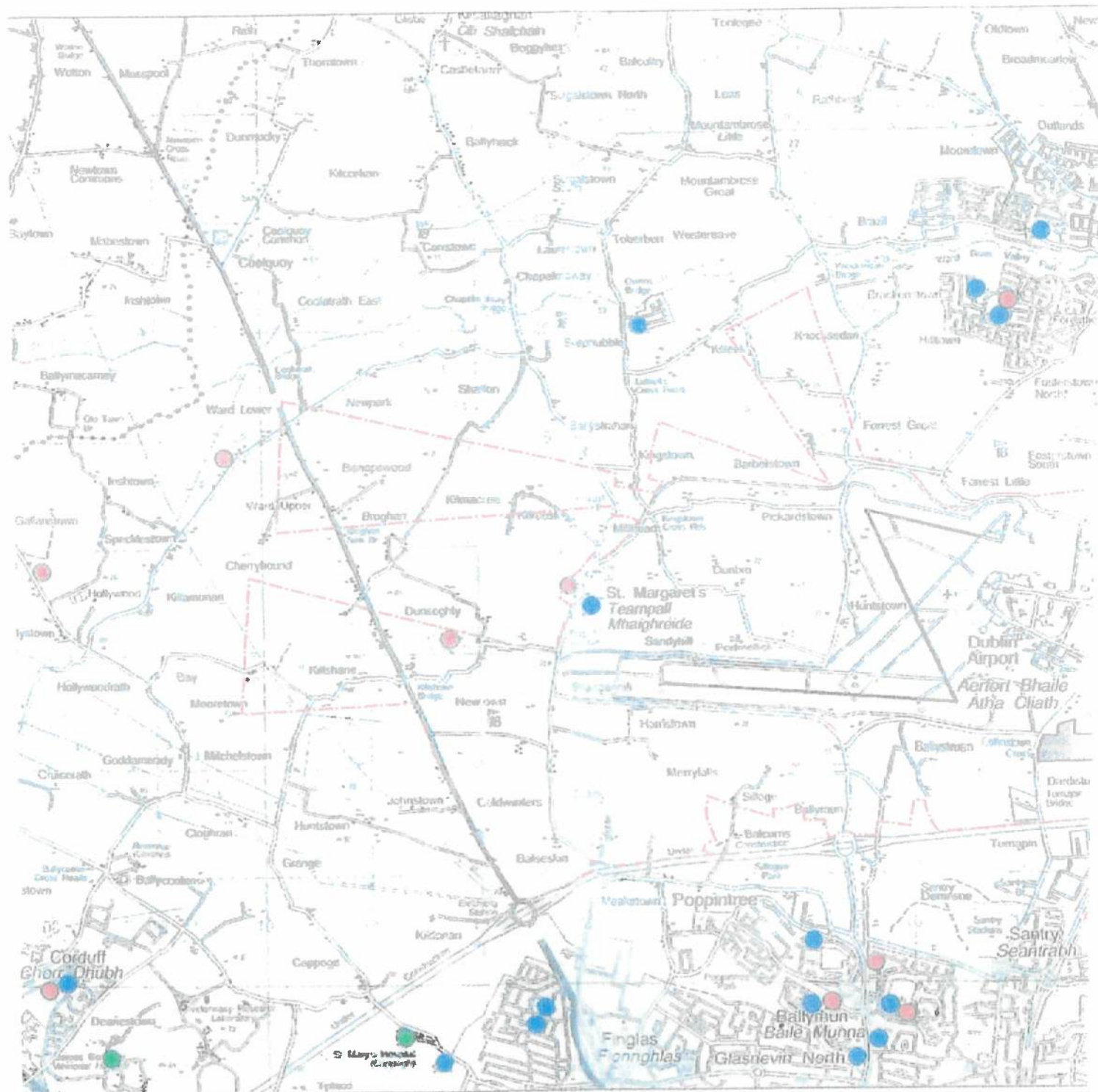
for Bickerdike Allen Partners LLP

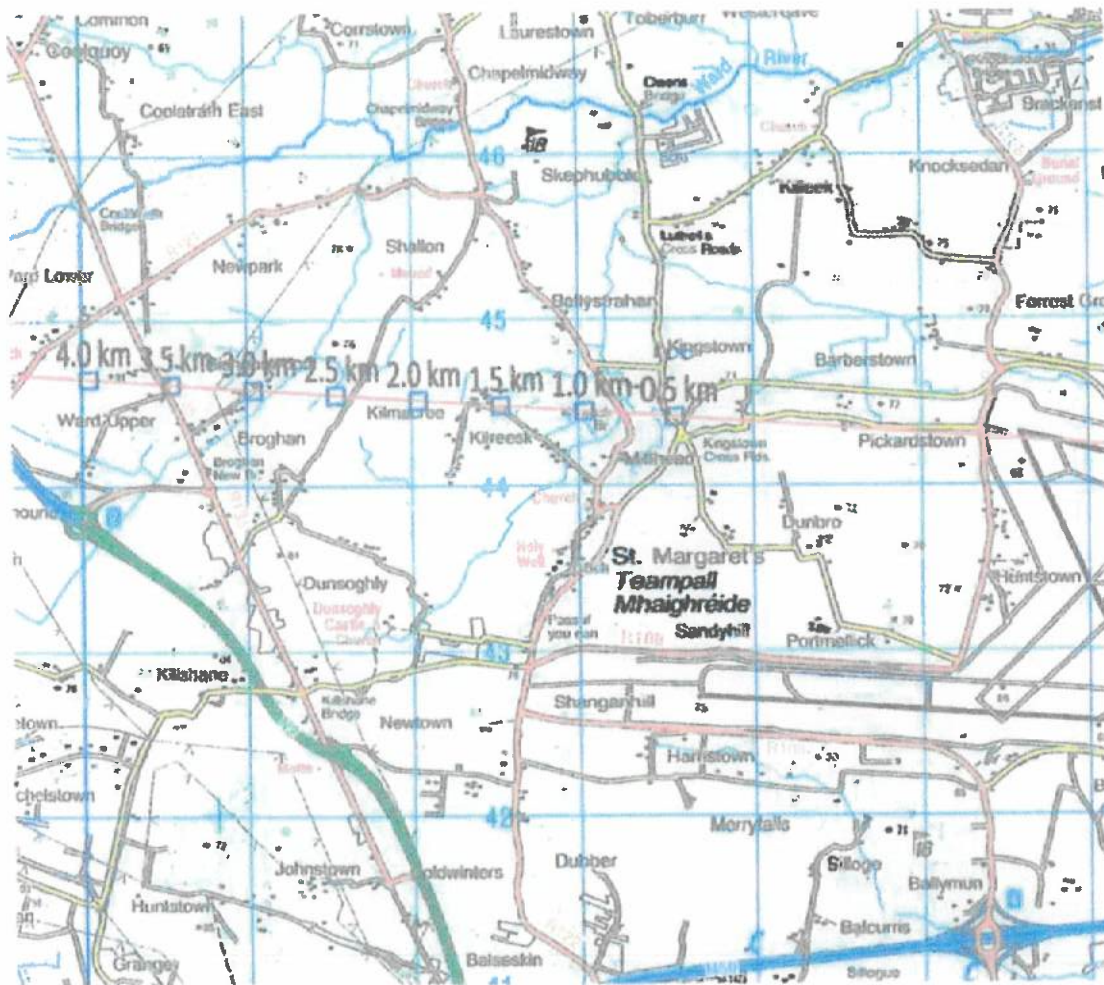
David Charles

Associate

Peter Henson

Partner





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LEGEND:

- Assessment Points
- Extended Runway Centerline

REVISIONS

**Bickerdike
Allen
Partners**

Dublin Airport
North Runway Project

Location of Assessment Points

DRAWN BY:

CHECKED BY:

DATE: 24/02/2024

SCALE: 1:20000/NA

FIGURE FOR:

A11219-N01-01

0.5 km - 1000 ft.

Annex

[1] Previous submissions to FCC , stamped on 22nd Oct. 2021 from our residents.

[2] Longitudinal Data received from DAA in 2018 – giving the true noise levels for Kilreesk Lane – knowing in advance the impact of Lafmax on each household.

[3] Submission to ANCA , Dated 25th Feb. 2022 - stating our concern.

