

SECTION 131 FORM

File With _____ S. 37

Appeal NO: ABP 314485

TO: SEO

Defer Re O/H ☐

Having considered the contents of the submission dated/ received 23/12/24
from Ned Barran 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 issues

E.O.: [Signature] Date: 21/1/25

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: _____

File With _____

CORRESPONDENCE FORMAppeal No.: ABP 314485Please treat correspondence received on 23/12/24 as follows:

. Update database with new agent for Applicant/Appellant _____

. Acknowledge with BP 23. 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

4. Attach to file

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

Alfie Staunton

From: Noel Bannon <noelbannon@yahoo.co.uk>
Sent: Monday 23 December 2024 13:54
To: Appeals2
Subject: Planning Appeal Reference Number: F20A/0668 (Case Number: ABP-314485-22)
Submission by Noel Bannon
Attachments: Observation on Bord Pleanala Draft Decision (F20A 668) NoelBannon.docx

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.

Please find attached my observations and submissions re the draft decision on extending the flight hours at Dublin airport.

I trust all is in order and I look forward to your response.

Regards,
Noel Bannon,
0872587658

The Commons,
Ratoath,
Co. Meath.
A85EC56

22nd December, 2024.

Mr. James Sweeney,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1.

Planning Appeal Reference Number: F20A/0668
Case Number: ABP-314485-22

Dear Mr. Sweeney,

I refer to your letter of 16th September informing me of the Board's draft decision relating to the night-time use of Dublin Airport and inviting me to make submissions or observations before 23rd December. Unfortunately, I feel that your draft decision and supporting documentation ignores my original observations – presumably as being irrelevant because I live at a distance from the airport. I ask you to reconsider your decision.

As a general observation, I wish to point out that where the effect on residential homes is mentioned, the Board's draft decision seems to focus exclusively on remedies to homes within a short range of the airport (between the airport and the N2 – approximately within 7km of the new runway) that may need soundproofing and other remediation works because of intolerable noise levels that affect normal day to day activities. While I absolutely agree that people who have airplanes flying over their homes at less than 3000ft deserve special consideration, this does not mean that the planning process should ignore the impact of airplanes flying over homes like ours that are within an 18km radius of the airport, especially as they are often flying on routes that are not following the original planning permission granted for the use of the new runway. Regarding the proposed extension of flying hours, I obviously have concerns about the impact of airplanes flying overhead earlier in the morning and later at night. Given that I live in a rural area with relatively little background noise, the noise impact of aircraft flying overhead is more noticeable than it might be in a more densely populated area.

I am obviously not a professional in the field of submitting applications re. planning but I have started to take note of the effect and frequency of planes flying over my home, assisted by the app 'Flight Radar' that gives real time information about airplanes and

their flight routes. In the enclosed screenshots, the blue dot close to Dunshaughlin represents the location of my home. Any information that I can offer is obviously a bit haphazard as I do not monitor flights 24/7. However, I still think that my observations are valid and can be supported by screenshots of particular moments in time where necessary.

As an initial observation, I was walking my dog outside my house at 23:25 yesterday, 21/12/'24, and I noticed two airplanes flying overhead. This is despite the fact that permission has not been extended yet for flights after 23:00 (See screenshots 1 and 2). The two airplanes were flying overhead within a couple of minutes of each other.

Regarding flights between 6:00 and 7:00 and between 23:00 to 00:00, I wish to point out that if I am lying in my bed with the windows closed, I can clearly hear flights passing overhead at a height of 7000 ft to 8000 ft in the vicinity of my house. An airplane flying at 5000ft or less will almost certainly cause me to wake up. EPNdb (Effective Perceived Noise in decibels) distinguishes between loudness at a point in time and noisiness as it is experienced by the listener. As I understand it, the period of time the aircraft noise is heard affects the annoyance caused to the listener and thus affects the EPNdb.

Airplanes leaving the new runway typically turn in an arc and head back towards the coast. This applies to those flights heading towards Ratoath/Dunshaughlin, those heading towards Oldtown/ The Naul, and those on the only approved route heading towards Hollystown. The airplane travels in an arc and thus creates a sector within that arc which experiences longer periods of exposure to the aircraft noise. This means that homes within the arc are affected as an aircraft approaches, turns and then heads off in a new direction. On Monday, 7th October, I timed how long I was aware of the noise created by an airplane (Airbus A320-214, travelling Dublin to Barcelona), The aircraft travelled from the airport towards Ratoath, turned close to my house at 5950ft and then headed in the direction of Ballyfermot/Clondalkin (screenshots below). I stopped my stopwatch at 01:51.52 (almost two minutes). You might think that timing the noise was a strange thing to do, but this was the eighth plane that I was aware of passing in our direction within a short time.

1. Dublin-Southampton, 07:45 (less than 4000ft turning point)
 2. Dublin -London Heathrow 07:47 (turning point 6000ft)
 3. Dublin – Malaga 07:48 (turning point 5575ft)
 4. Dublin-Bordeaux 07:50 (turning point 7225ft)
 5. Dublin – IASI 07:53 (turning point 6300ft)
 6. Dublin – London Heathrow 07:55 (turning point 6175ft)
 7. Dublin – Faro 07:57 (turning point 6700ft)
 8. Dublin -Barcelona 08:01 (turning point 5950 ft)
- (The times used are taken from the screenshots)

In the instance above, this created almost continuous noise for over 18 minutes. This is not an everyday occurrence, but it is not unusual, and it is something that I have absolutely no influence over. I am at the mercy of flight controllers in Dublin airport, decisions made by individual pilots, and you, the planning authority, who should be able to regulate the frequency and timing of this level of intrusion.

So, what do I expect you to change in your final decision? Firstly, on 'mature reflection', I hope that you will not allow the extension of flying times. If you do allow some extra flying time, this should only be allowed on flight paths that have already been agreed and approved through the planning process. If extra flying time is to be approved it should be introduced with stringent limitations and these should be verifiable and checked by competent authorities. Minimising the noise impact on DAA's neighbours should be a priority. This should involve stipulations about the number of flights allowed and where possible, varying the flight routes so that there is not a continuous barrage of sound affecting the same households. As I pointed out earlier, there is a big difference in noise levels between airplanes turning in an arc at 8000ft compared to those turning at 5000ft. A stipulation should be put in place, for any additional flights during the proposed new flying hours, that planes should reach a minimum height of 8000ft before turning. Under no circumstances should 'averaging of flight numbers' over a period of weeks be allowed as this would create a situation in peak times where DAA would be incentivised to schedule flights every couple of minutes within these early and late slots. Finally, as flights are already happening 30+ minutes either side of the current limits of 07:00 and 23:00 (as demonstrated in attached screenshots), residents in the vicinity of the airport should not be experiencing flights between 04:30 to 05:00 and 00:00 – 00:30 because of any changes in permitted flying times.

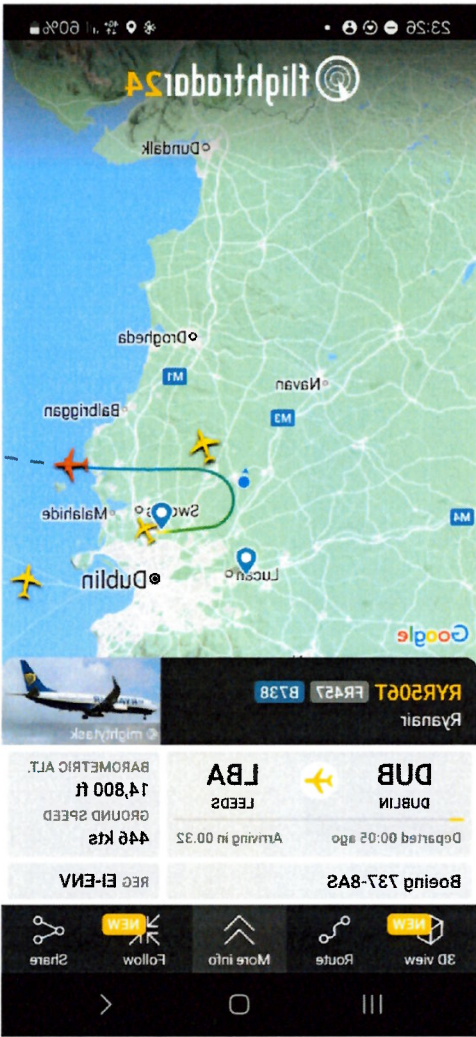
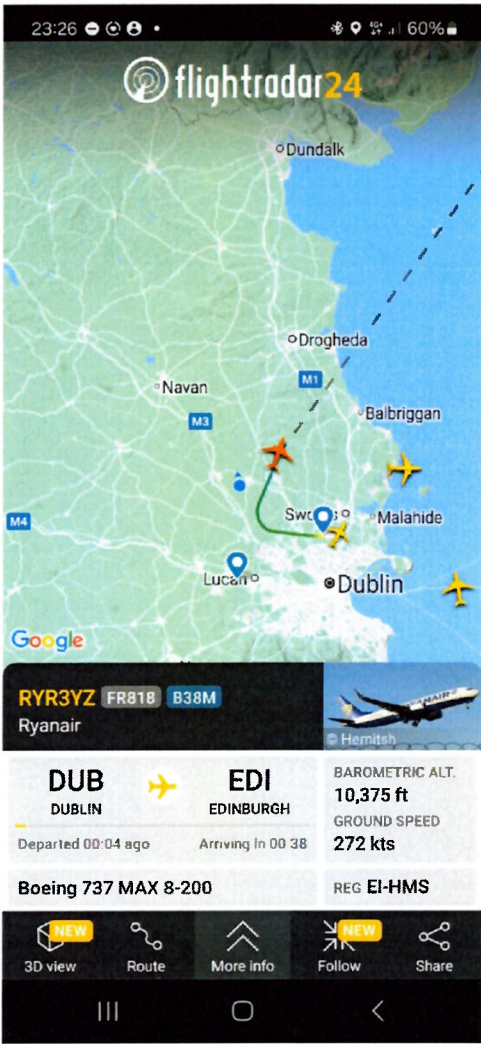
I enclose screenshots of a selection of flights that establish frequency, pattern and the height of aircraft at particular moments in time. The height of aircraft and the frequency of flights contribute significantly to their effect on our quality of life. Flights earlier and later in the day have the potential to further impact on noise levels around our home.

Thank you for giving me the opportunity to read your draft decision and to submit my observations. I trust that you and An Board Pleanála will reflect on them and amend your final decision accordingly.

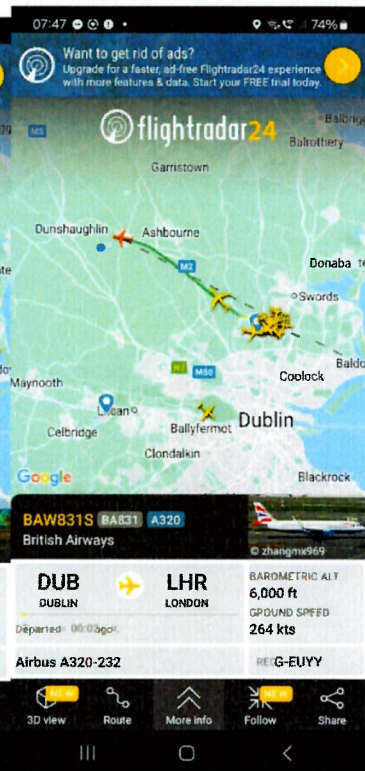
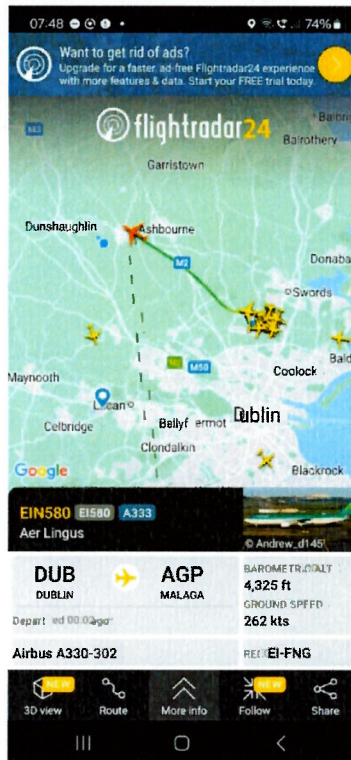
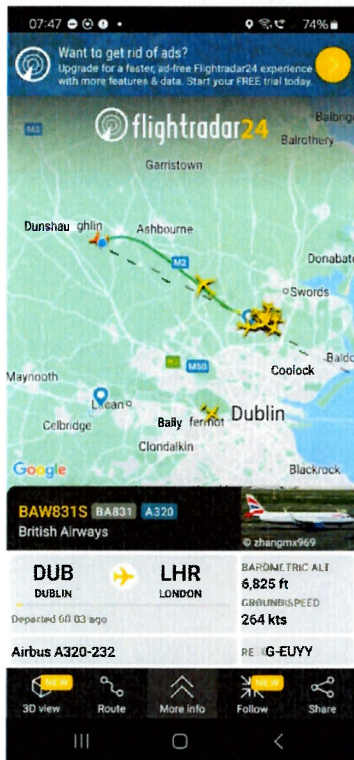
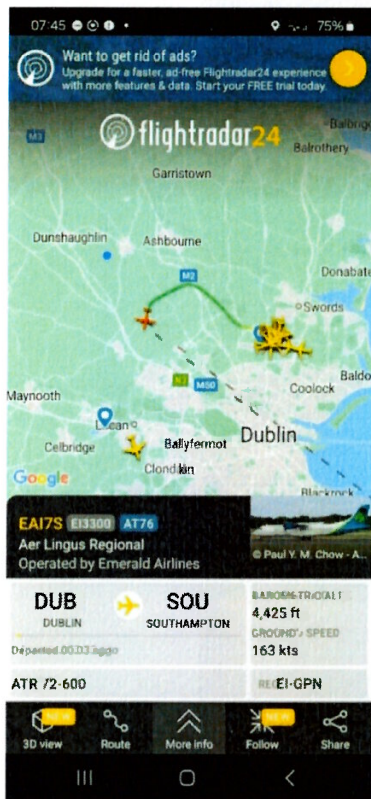
Yours sincerely,

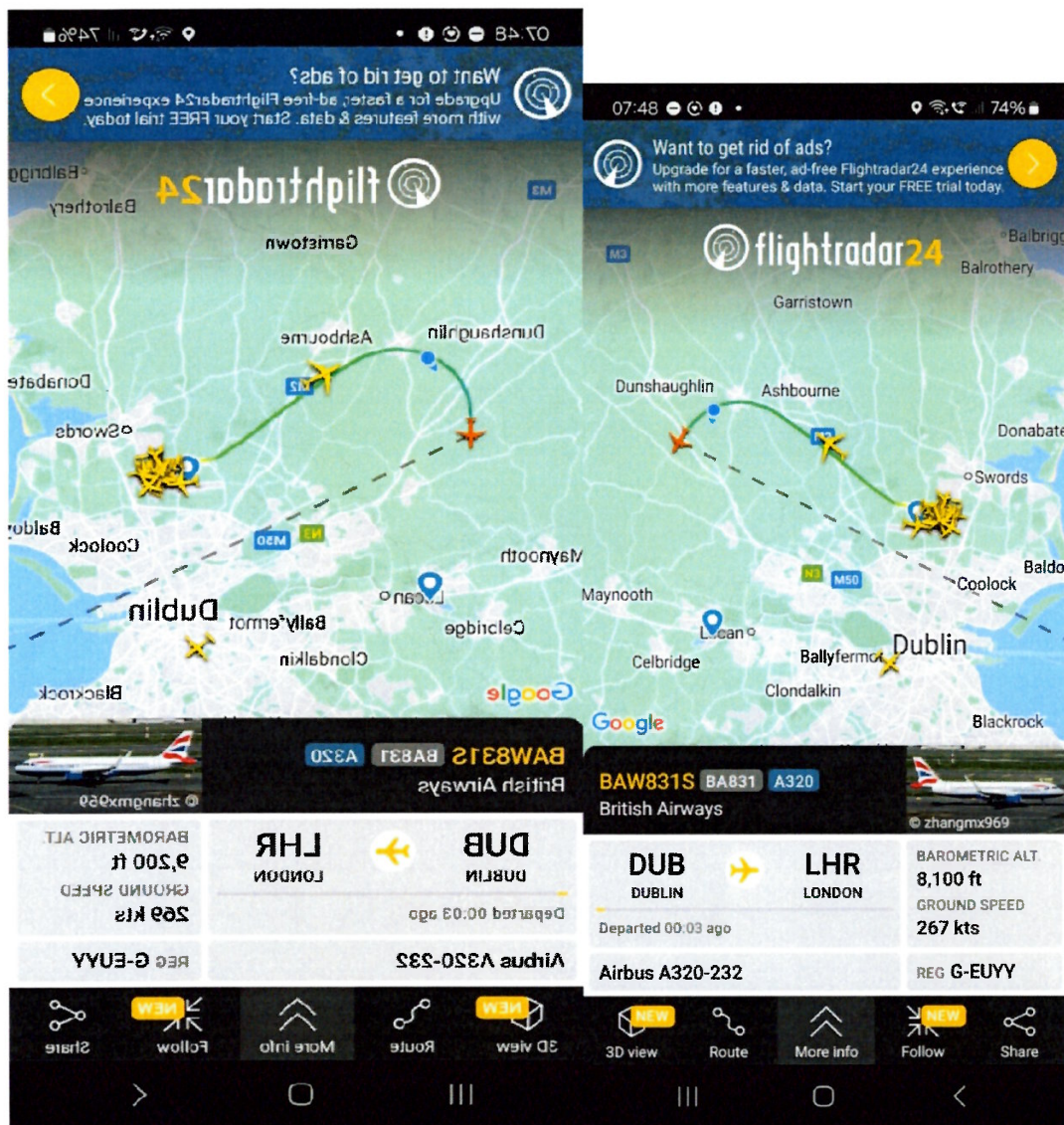
Noel Bannon
0872587658

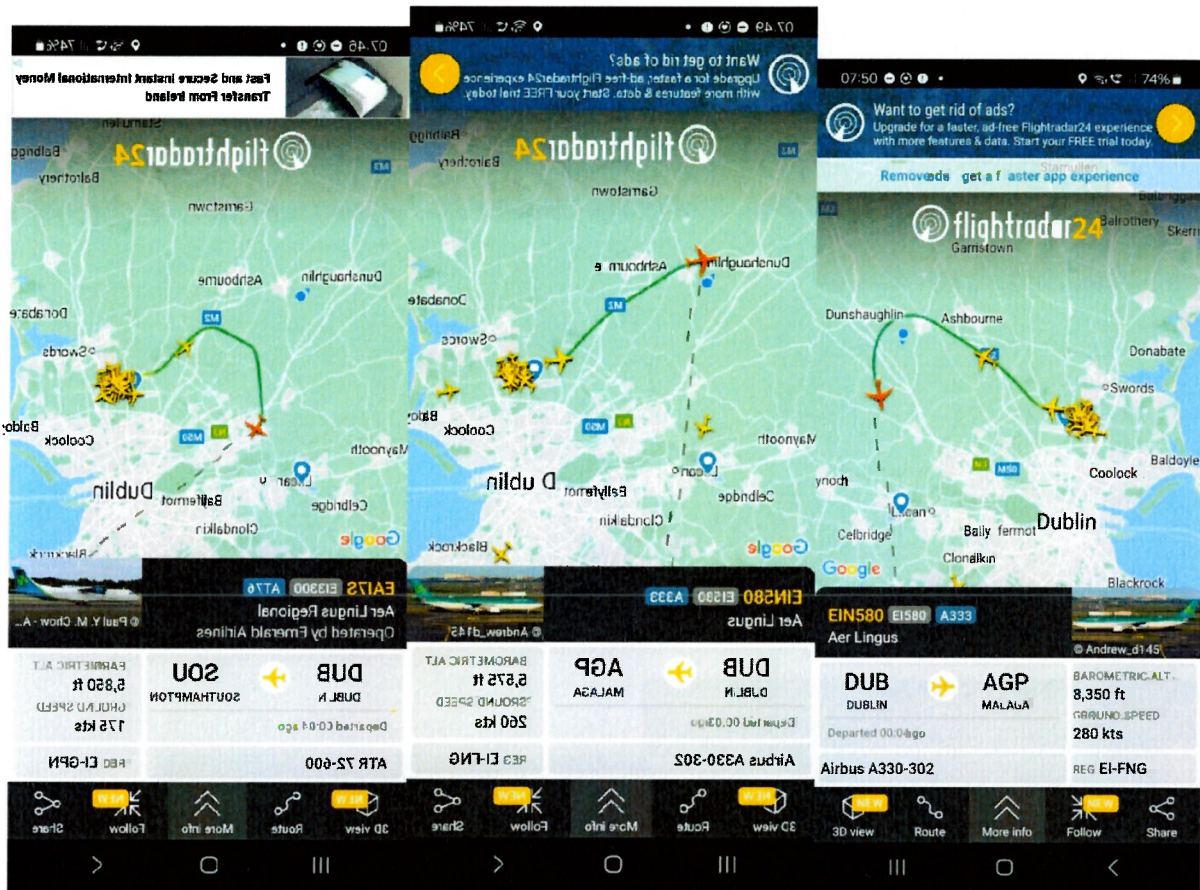
Evidence of flights at 23:26 on 21/12/24

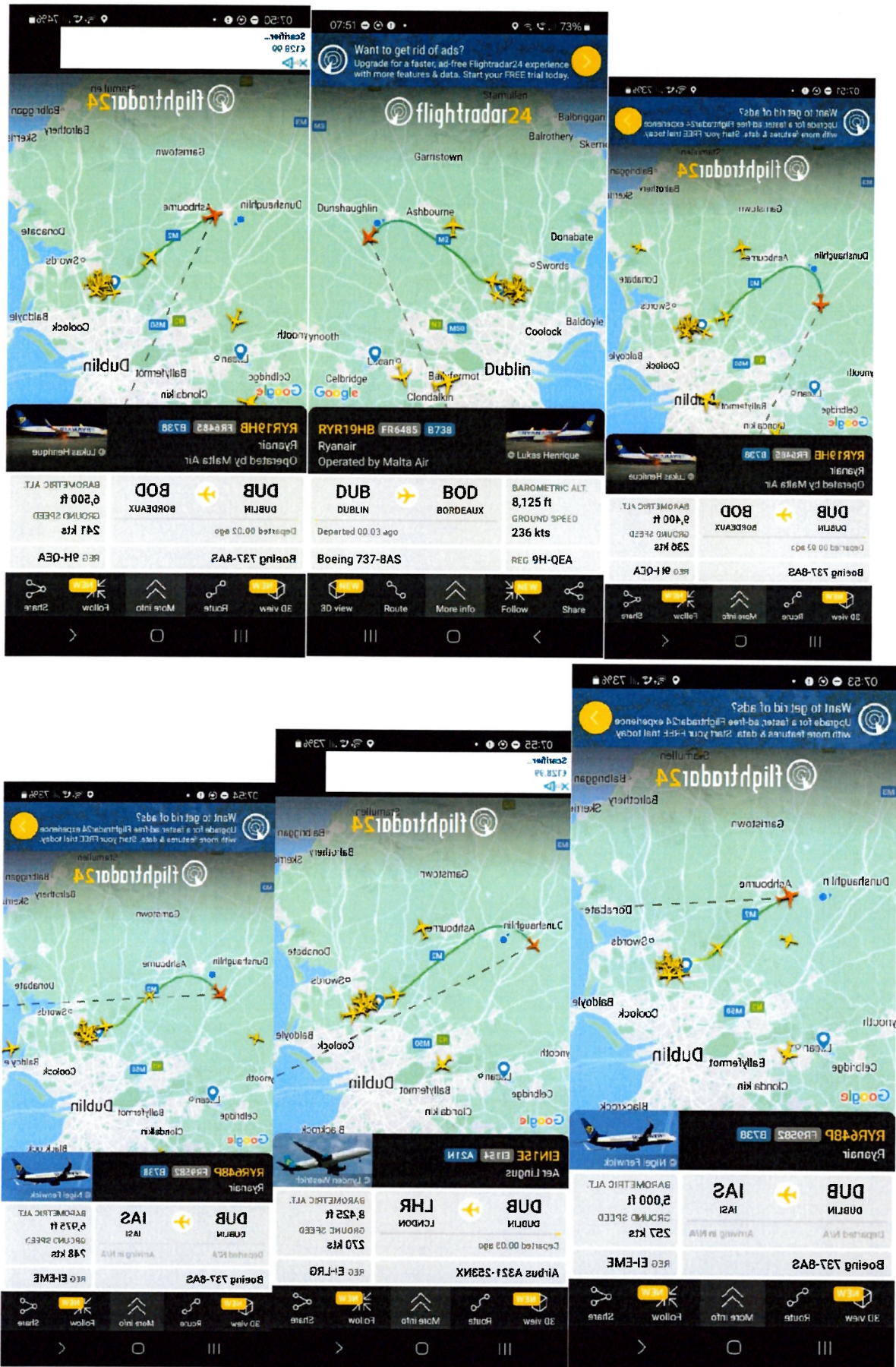


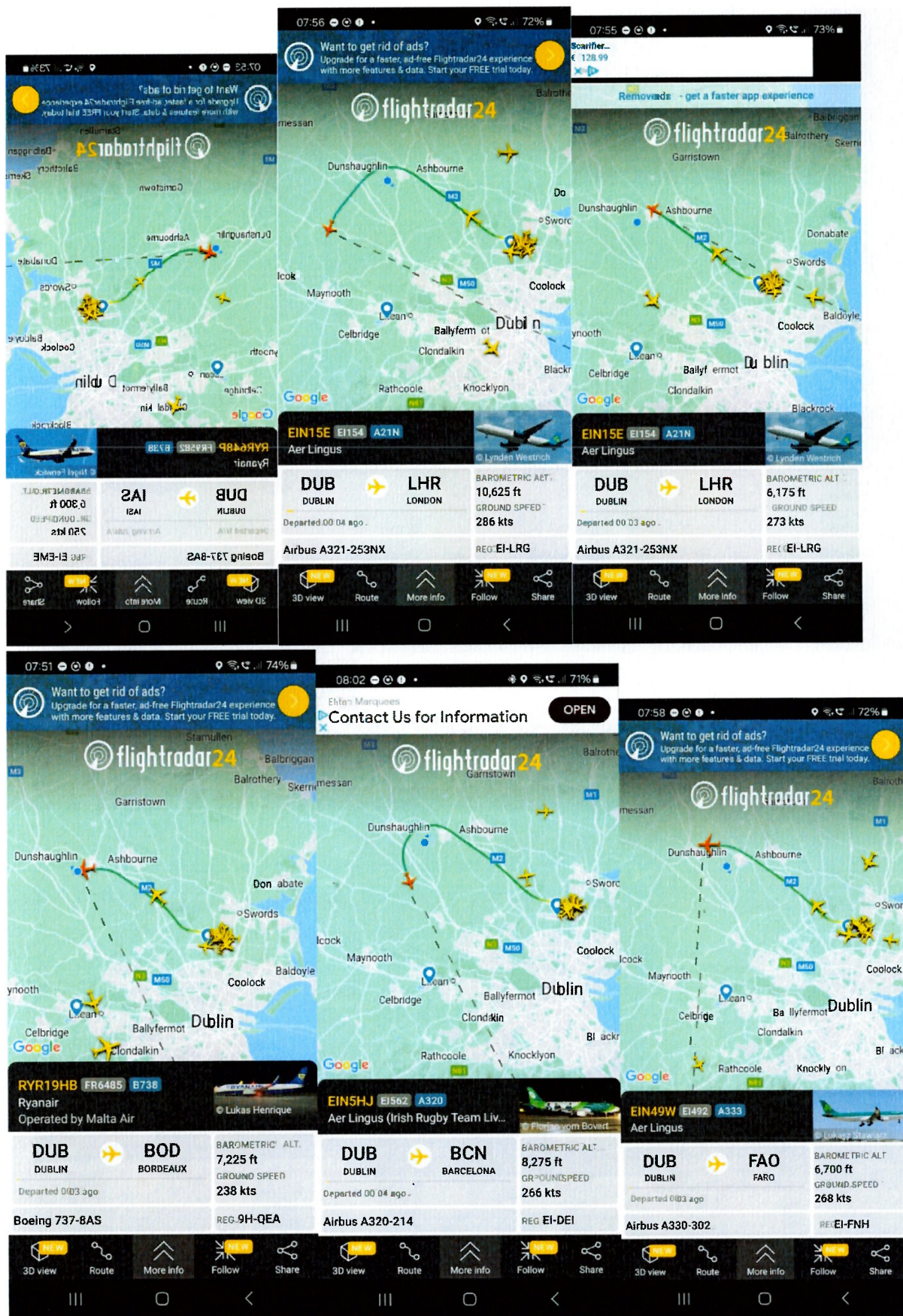
Eight flights leaving Dublin Airport and flying near my home on Monday 7th October, recorded within 18 minutes of each other from 07:45 to 08:01

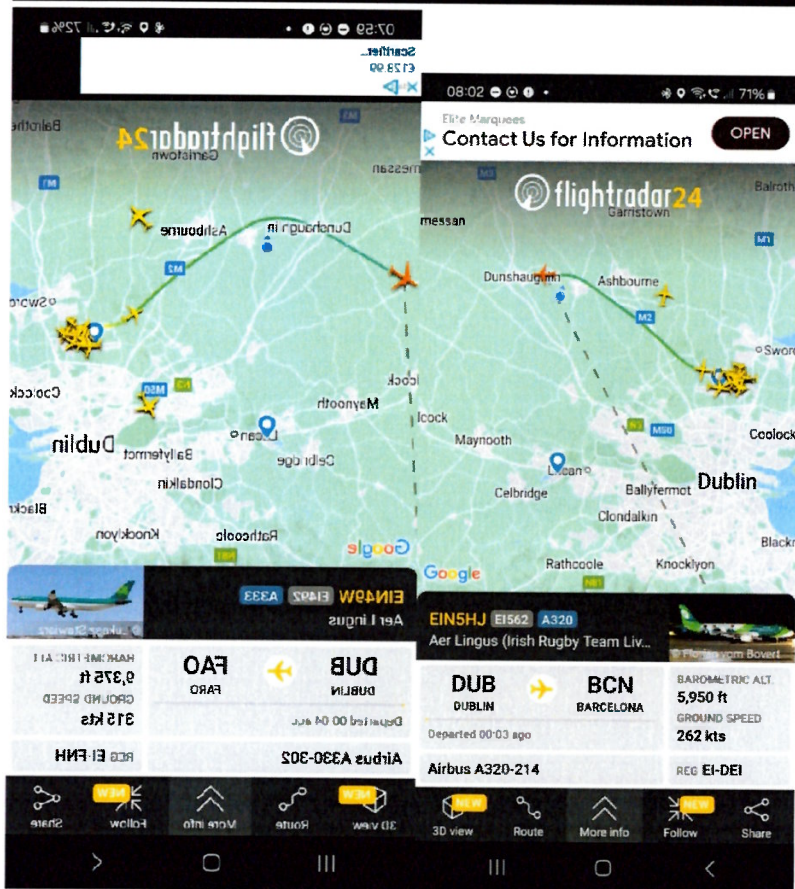
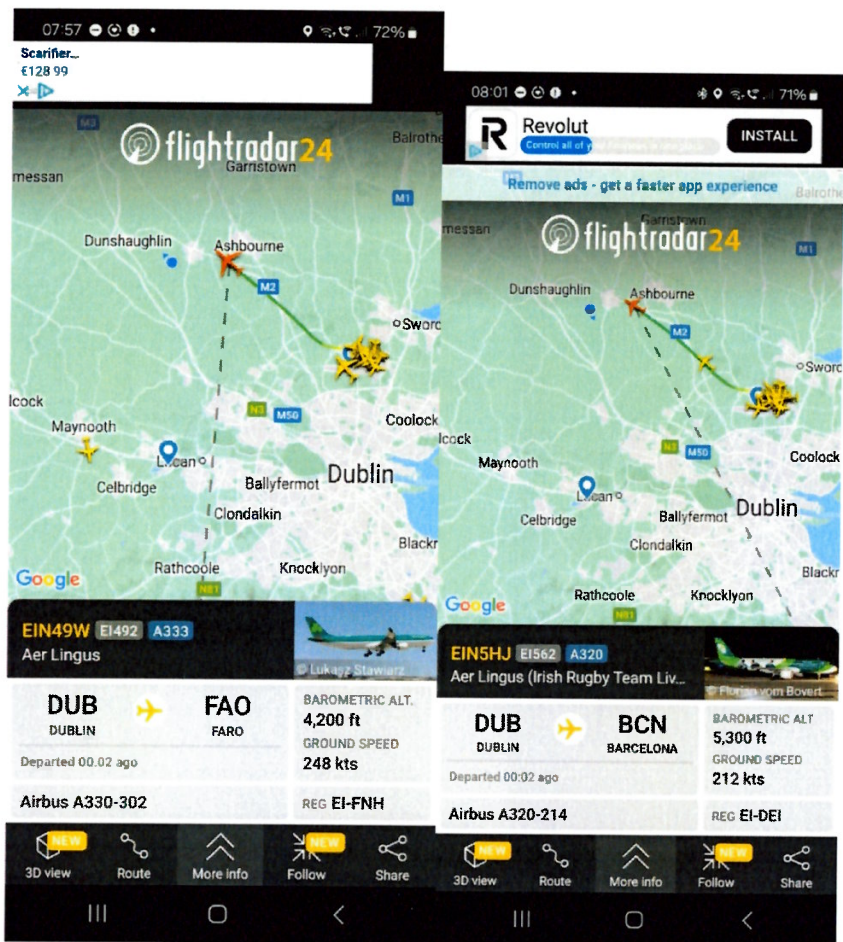




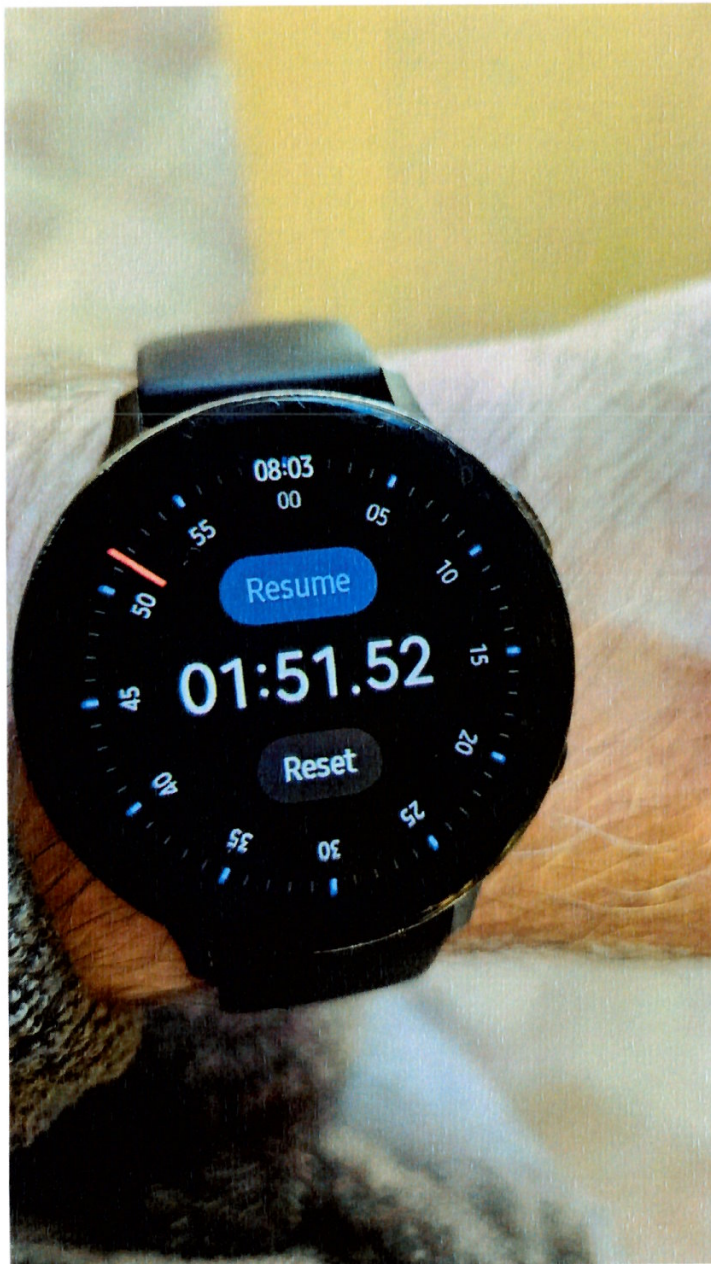




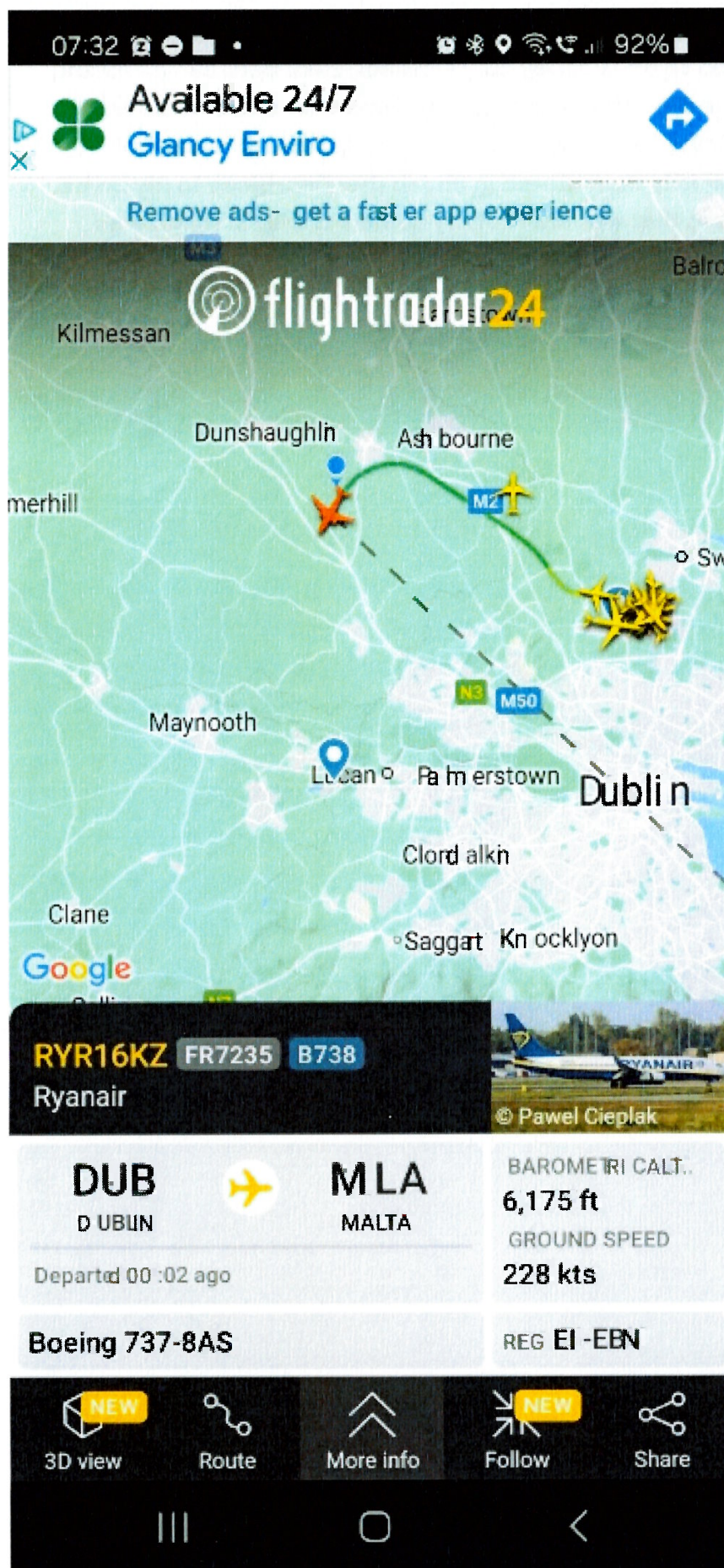





Timing of awareness of noise from flight no.8 (Airbus A320-214, travelling Dublin to Barcelona)on 7th October.



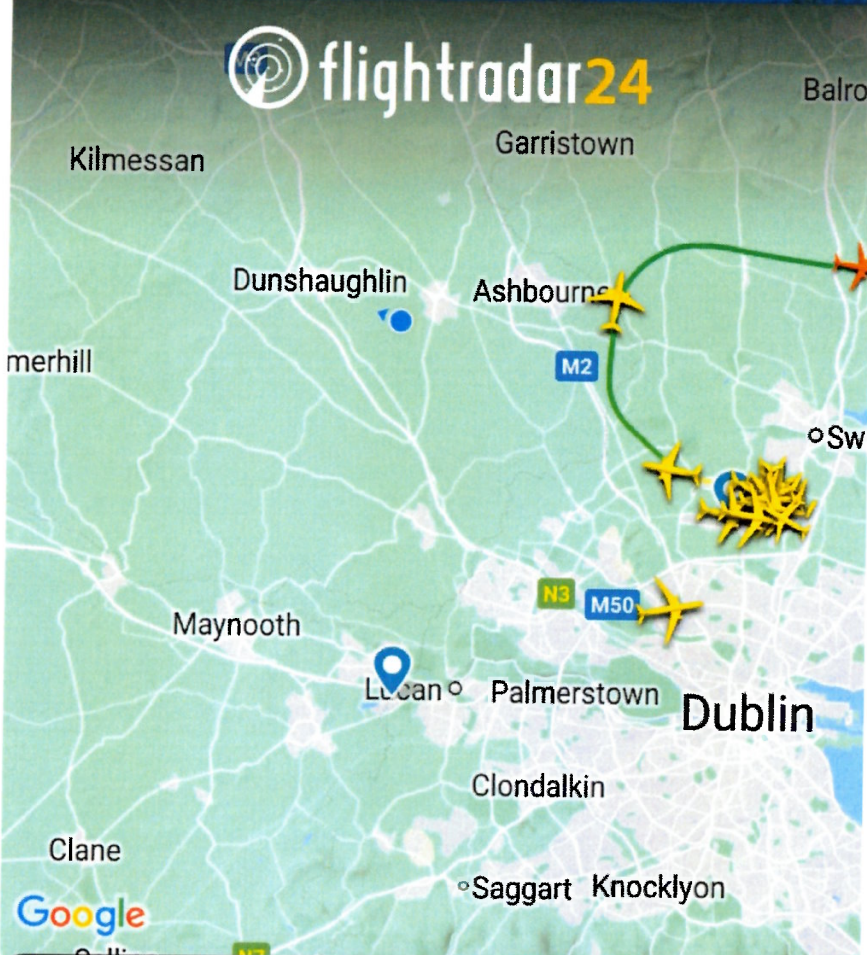
Screenshots illustrating a pattern of early morning flights in the vicinity of my home. This sample was taken on Tuesday, 22nd October, 2024 between 07:09 and 07:36. 20 flights flew in the direction of the N2, 4 turned in an arc towards North County Dublin. The remaining 16 flew in an arc that brought them towards Ratoath and the overwhelming majority then turned in an arc that flew close to my home. One aircraft turned in an arc that was short of my home but meant that it was turning at 317 ft (Dub- Southampton, 07:31).




07:16
94%




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EIN69L
EI692
A320

Aer Lingus

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DUB
DUBLIN
Departed 00:03 ago



DUS
DUSSELDORF
Arriving in 01:20


BAROMETRIC ALT.
6,425 ft
GROUND SPEED
320 kts


Airbus A320-214


REG EI-GAM

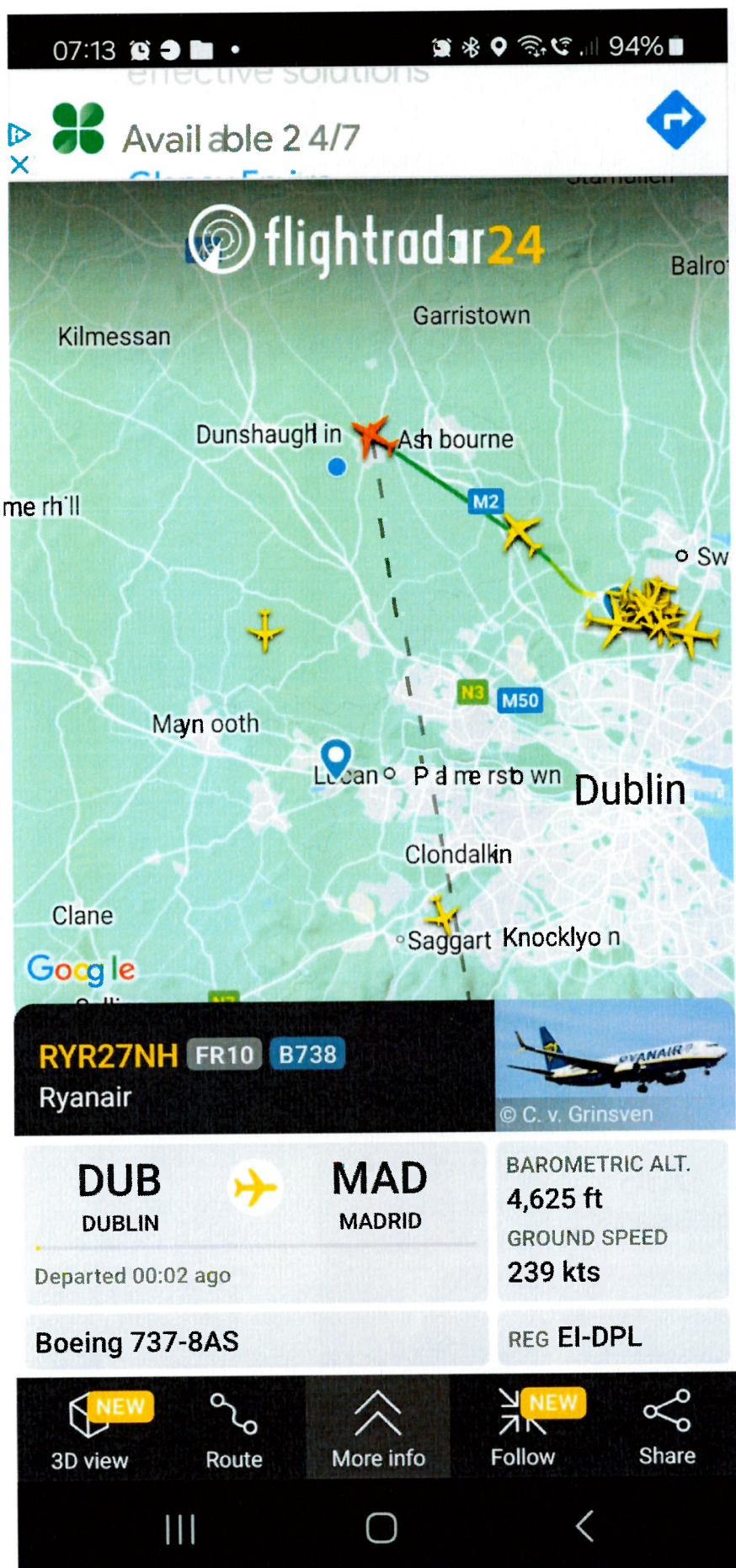

NEW
3D view


Route


More info


NEW
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07:24

92%

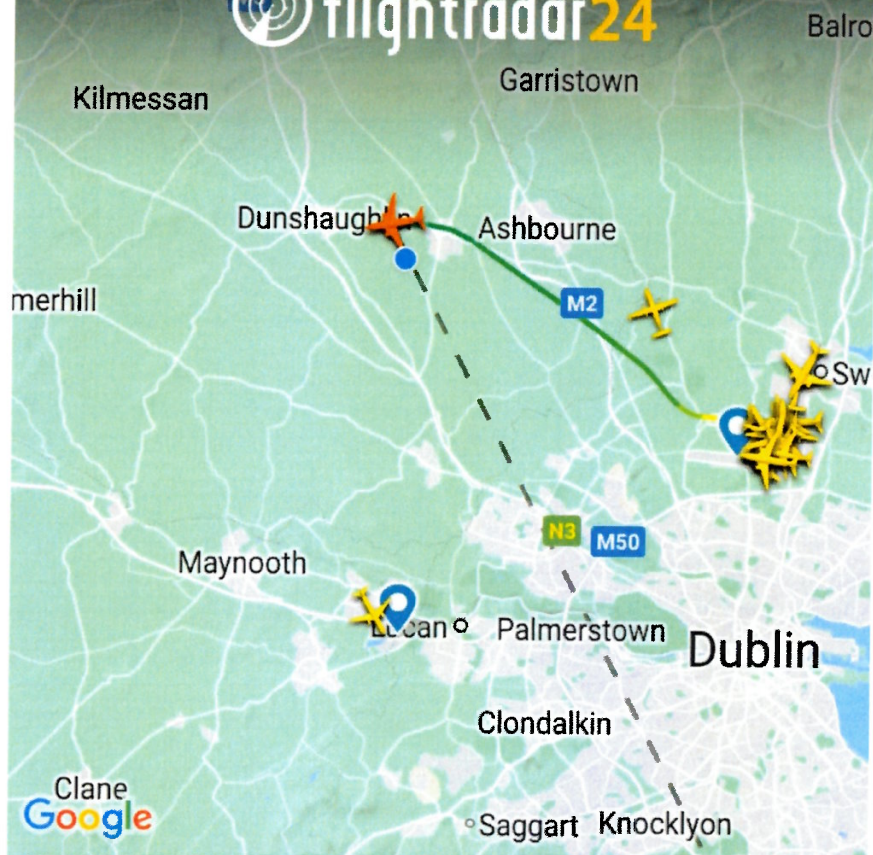


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Ryanair

Operated by Malta Air



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DUB

DUBLIN



NTE

NANTES

Departed 00:02 ago

BAROMETRIC ALT.

8,525 ft

GROUND SPEED

222 kts

Boeing 737-8AS

REG 9H-QFD



3D view



Route



More info

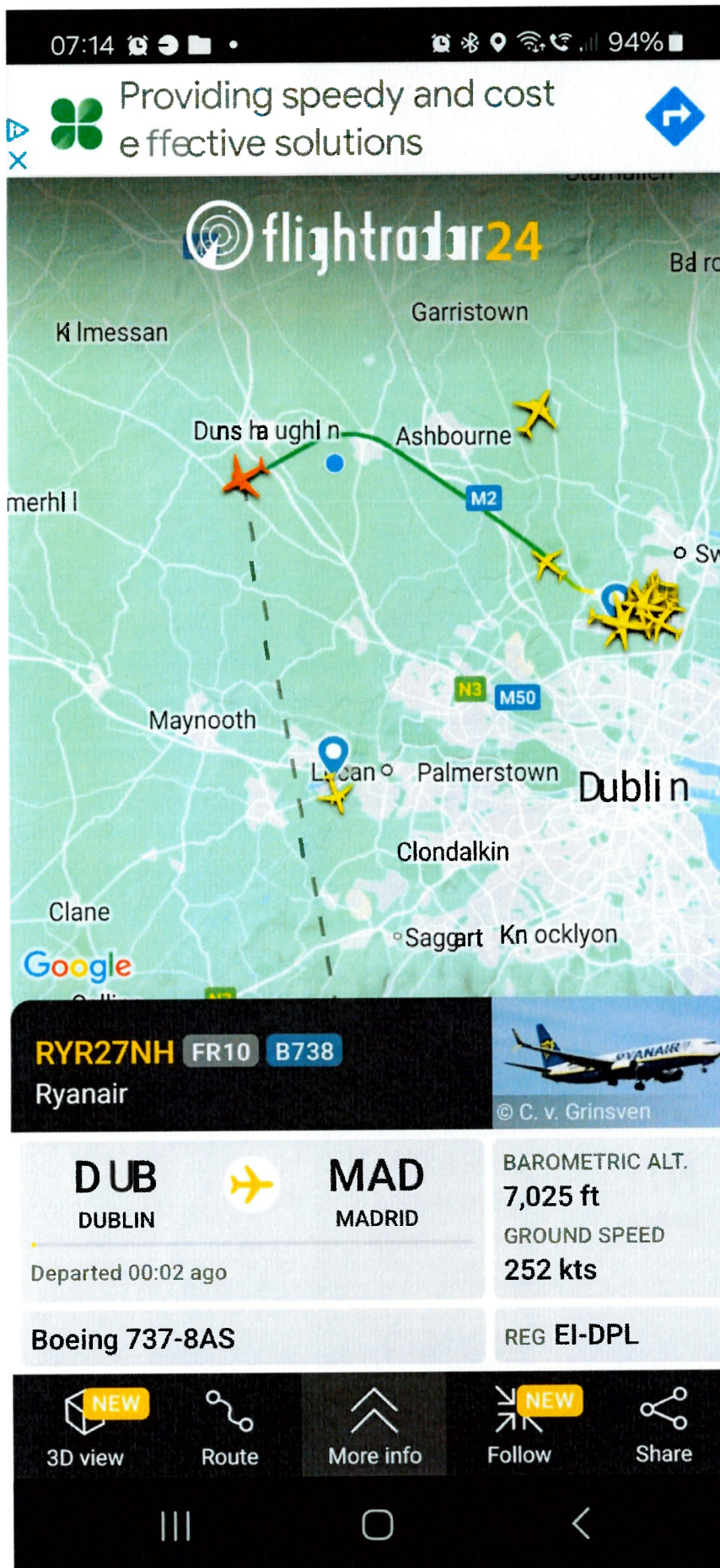


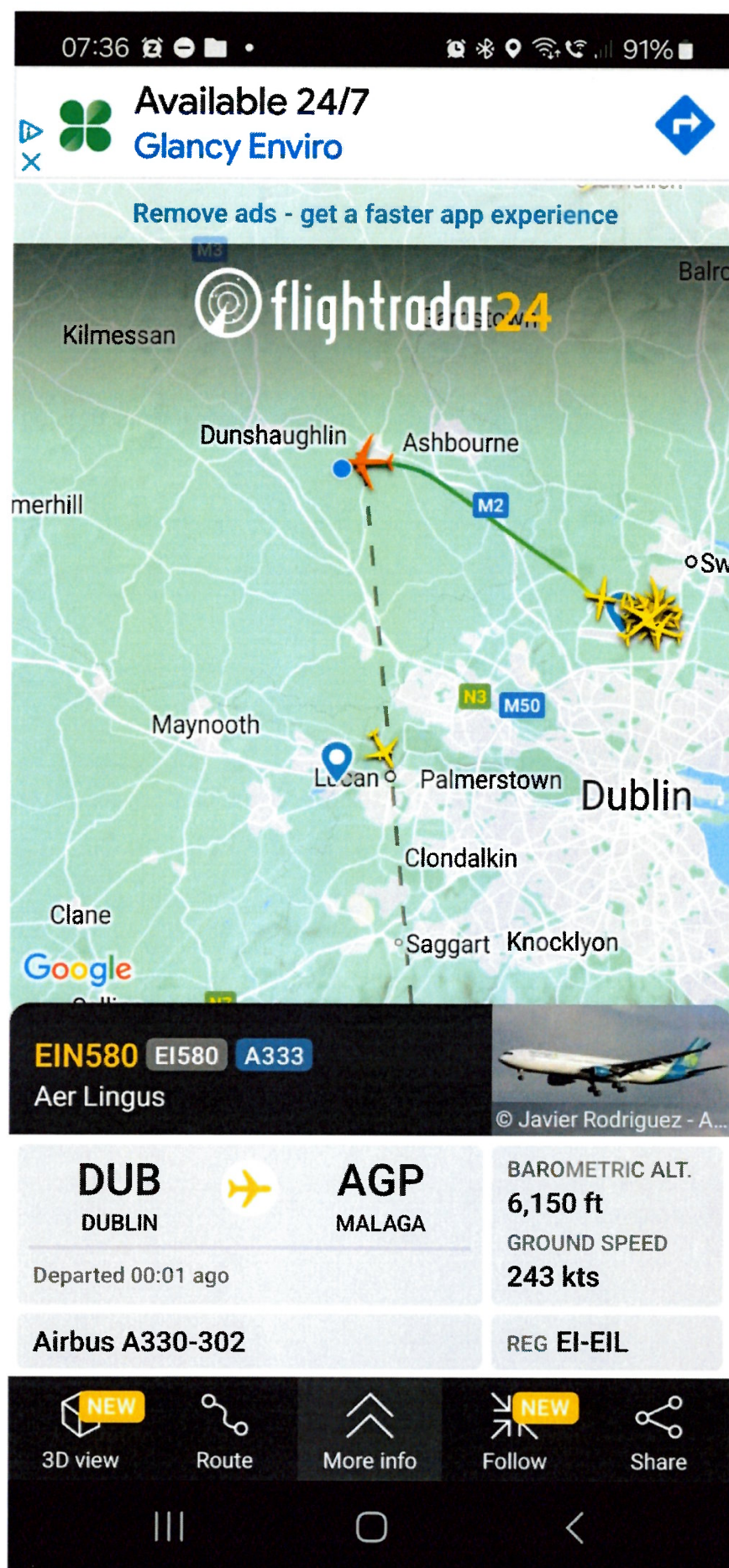
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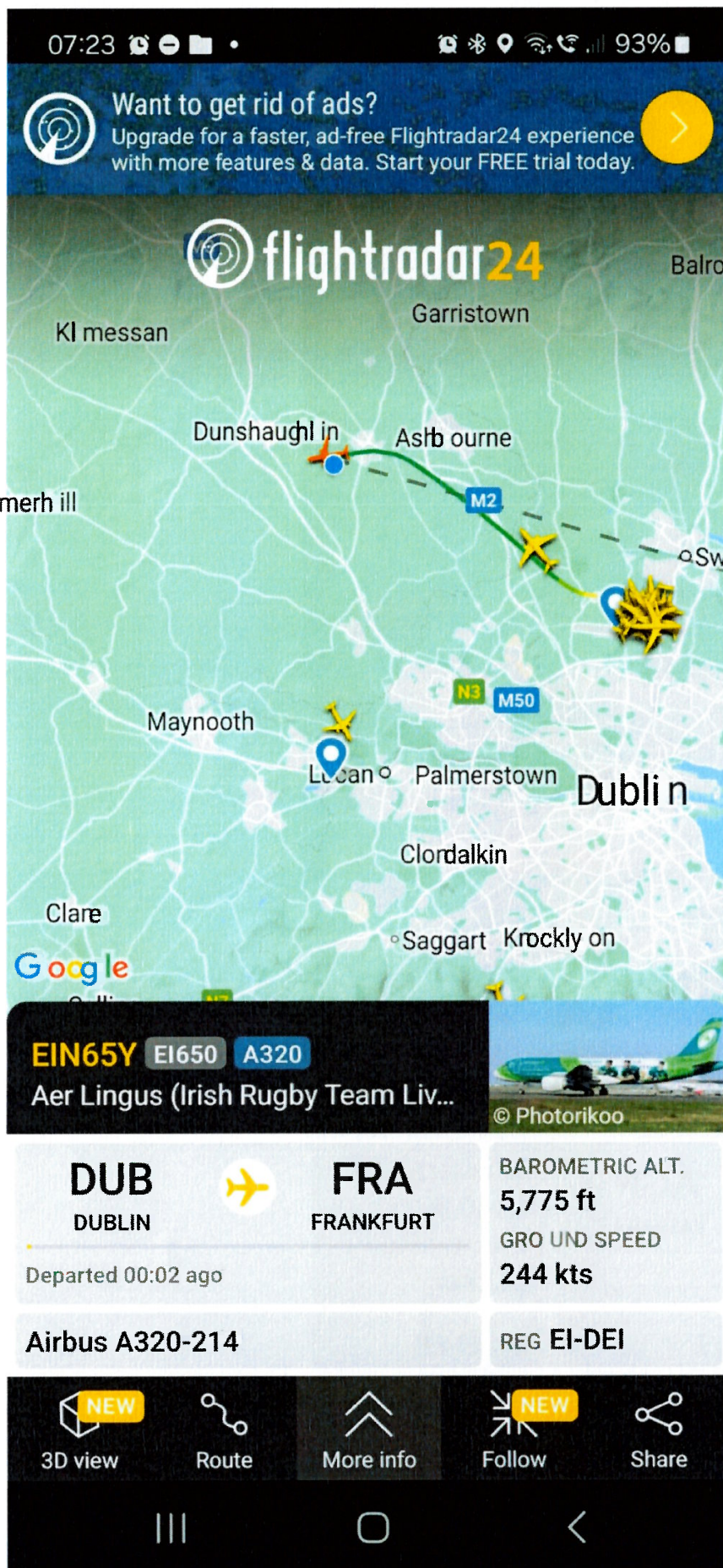


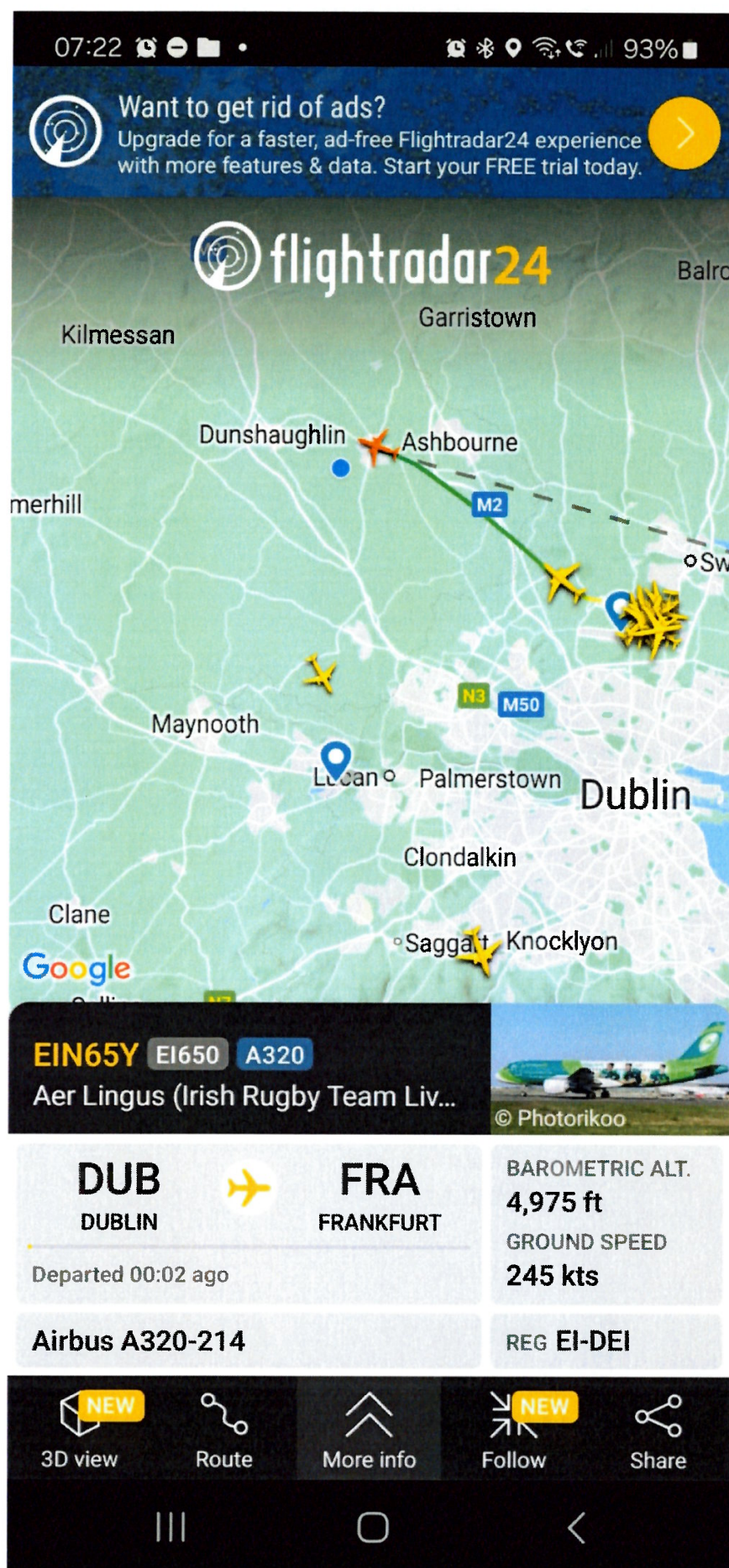
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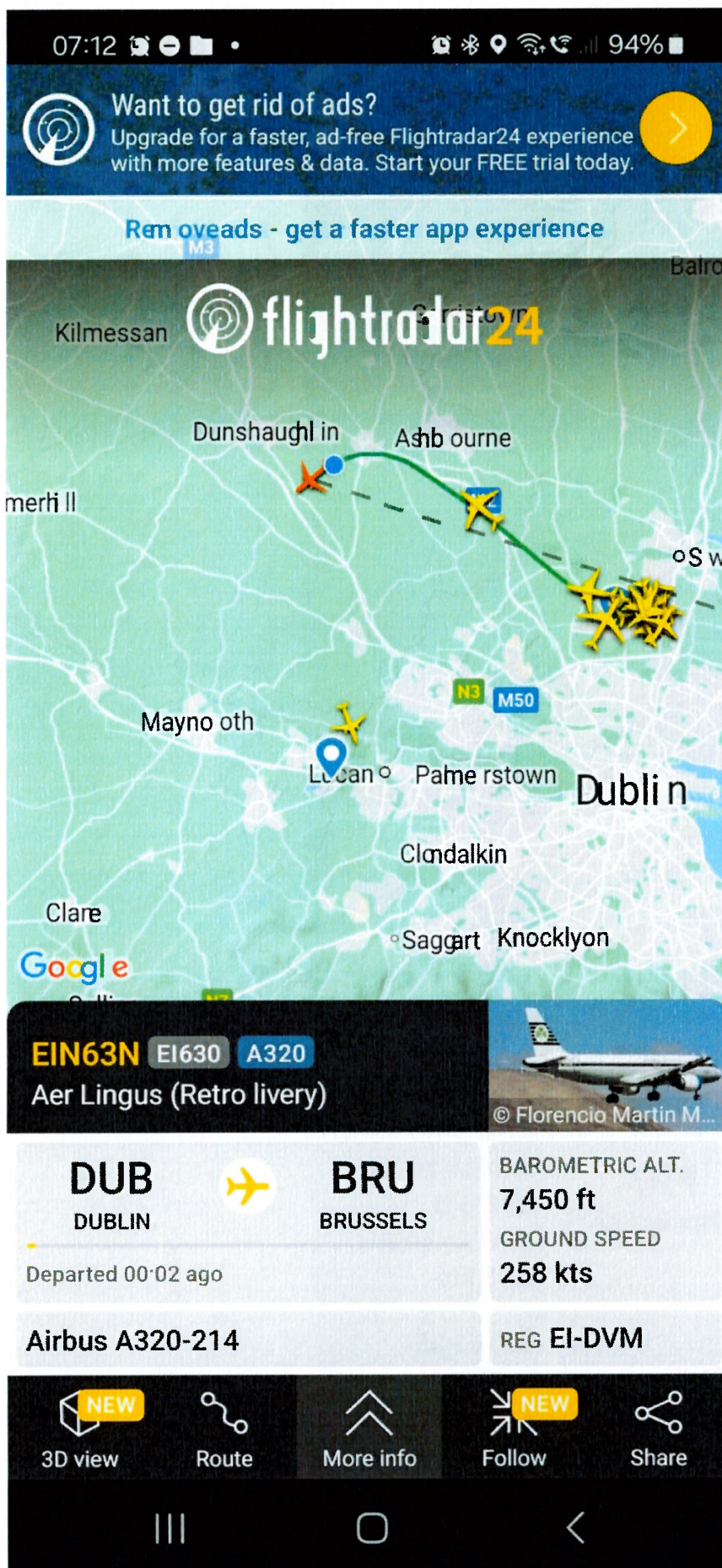


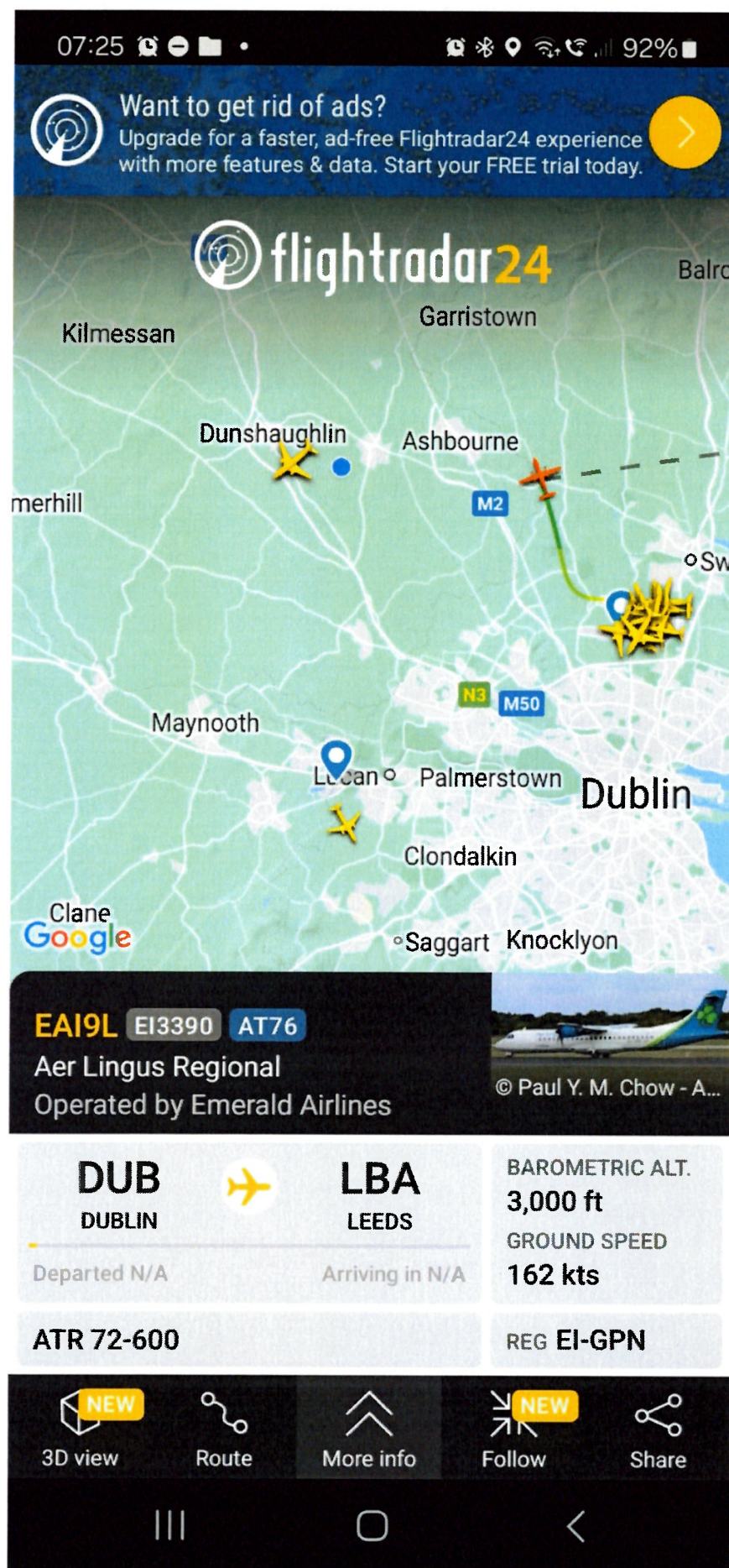


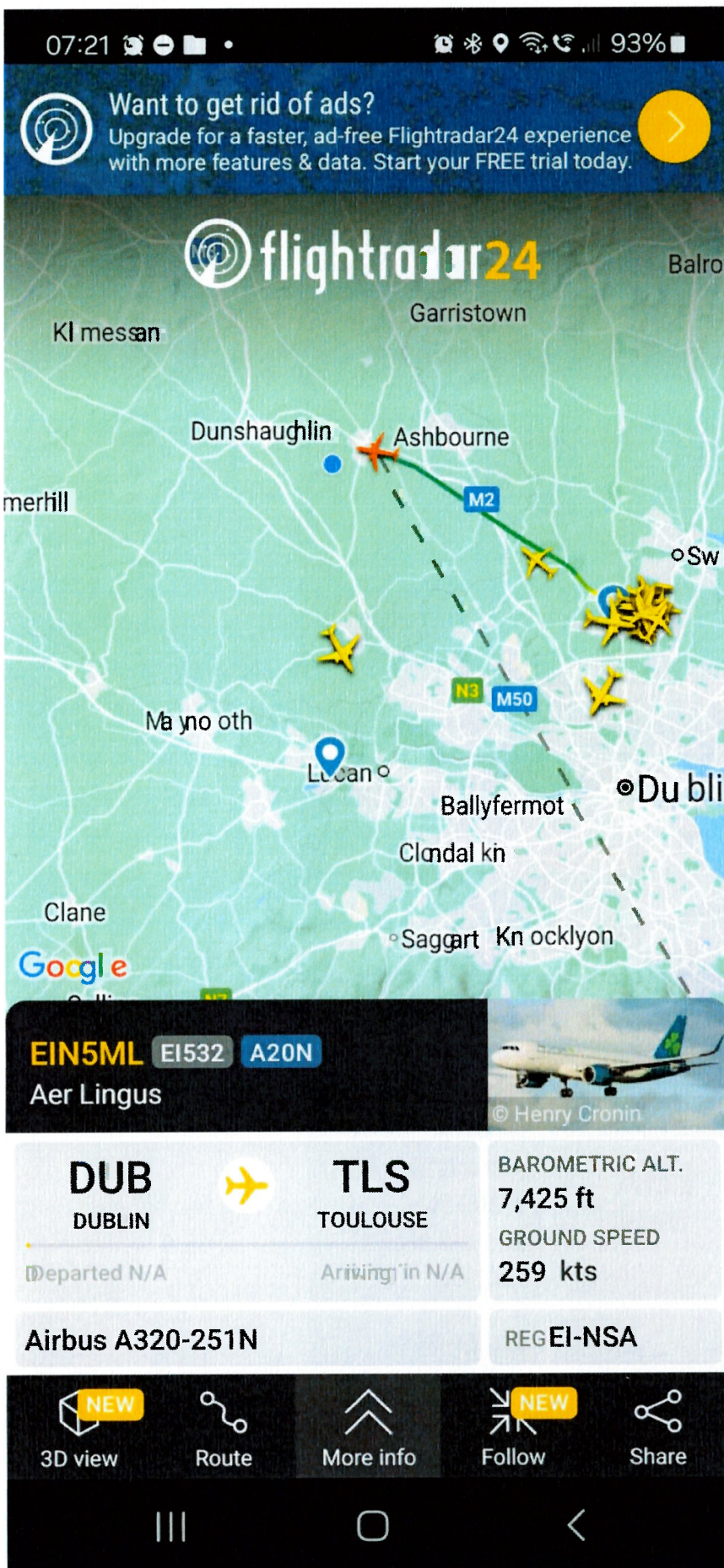


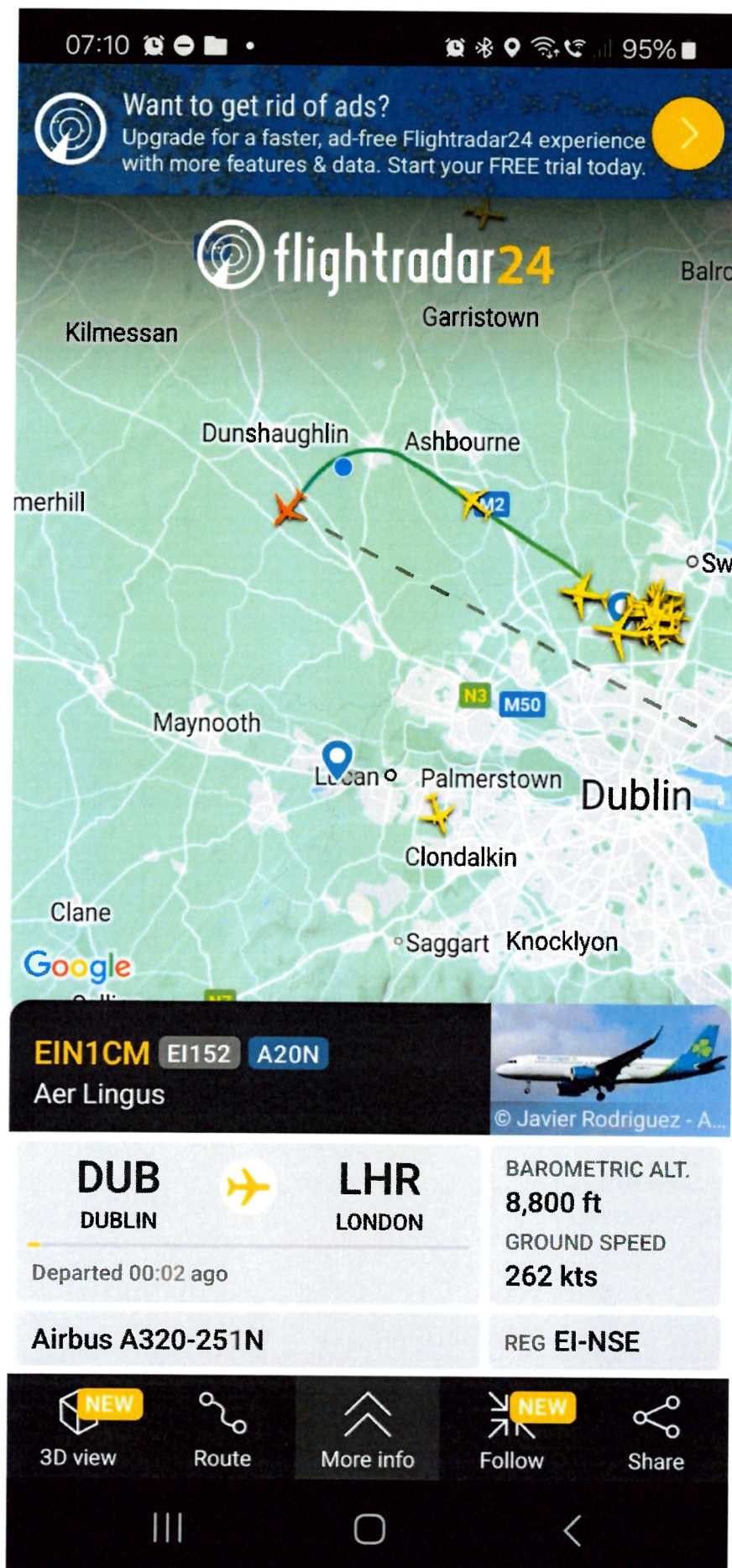


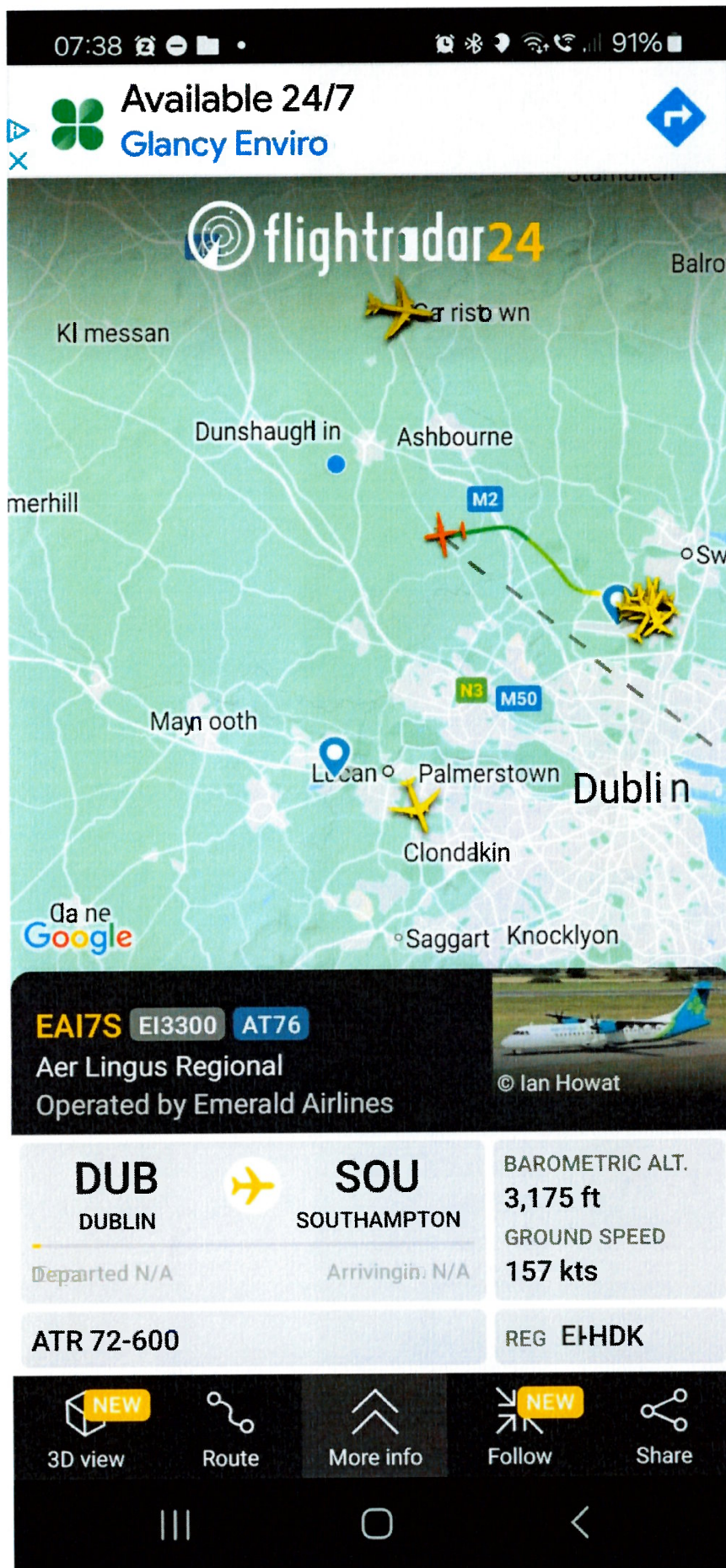








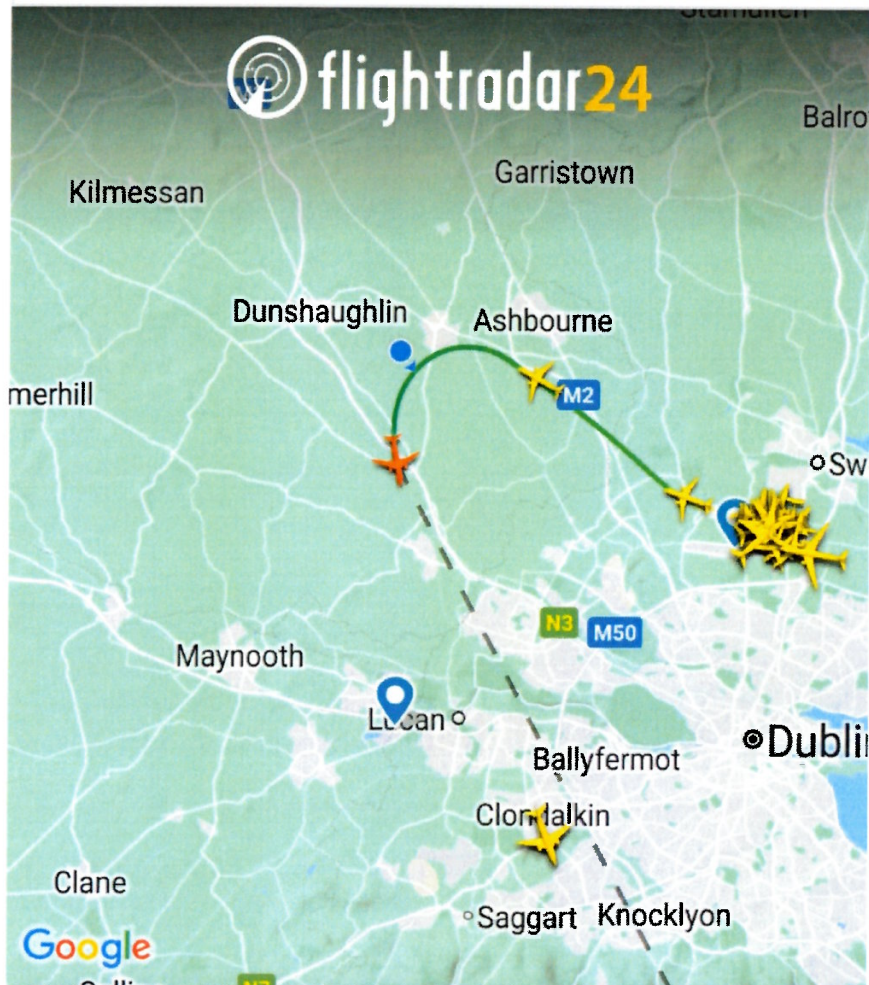




07:09

95%

Longford OPEN | Open 24 hours
Clonterm, Longford



EIN5HJ EI562 A320
Aer Lingus



DUB
DUBLIN



BCN
BARCELONA

Departed 00:03 ago

BAROMETRIC ALT.
7,150 ft
GROUND SPEED
269 kts

Airbus A320-214

REG EI-DVK



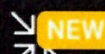
3D view



Route



More info

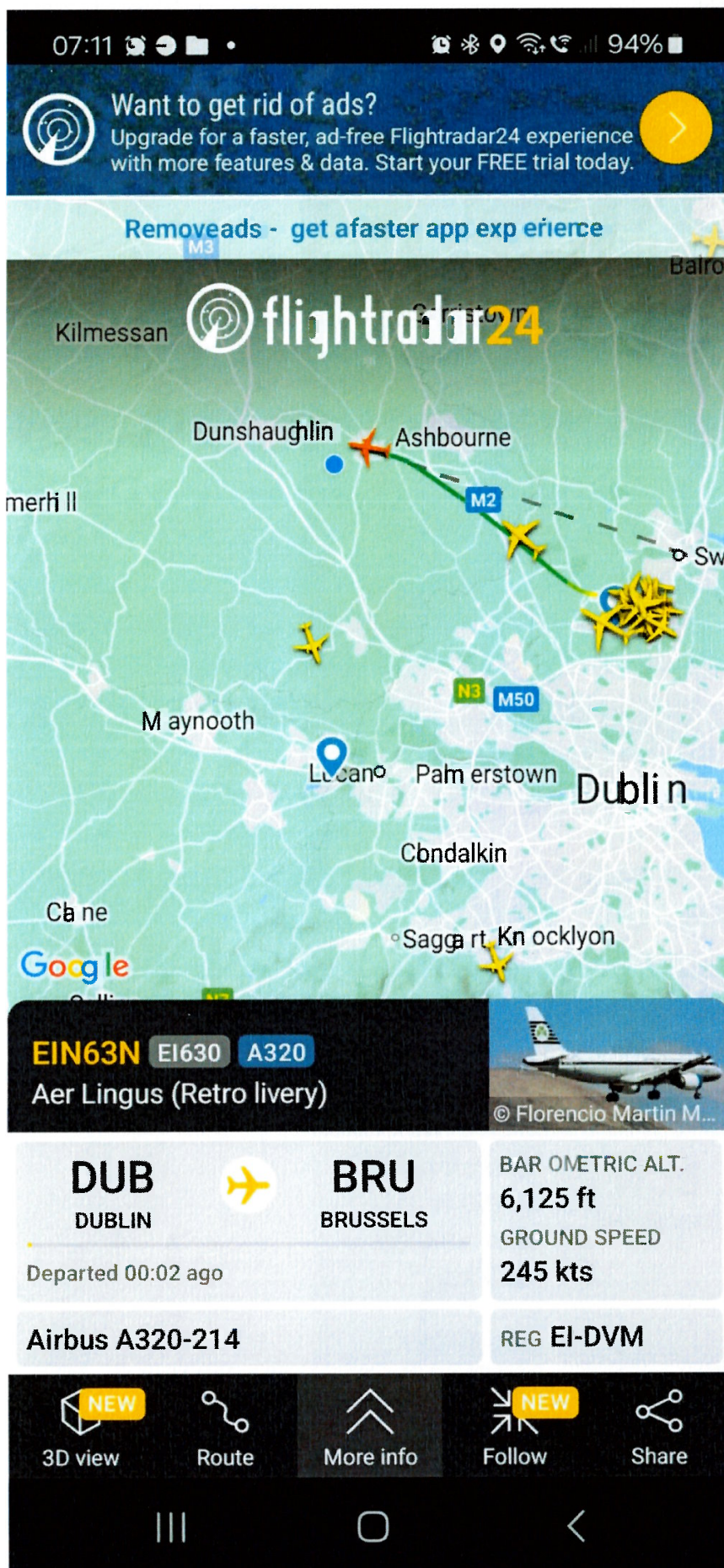


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07:34

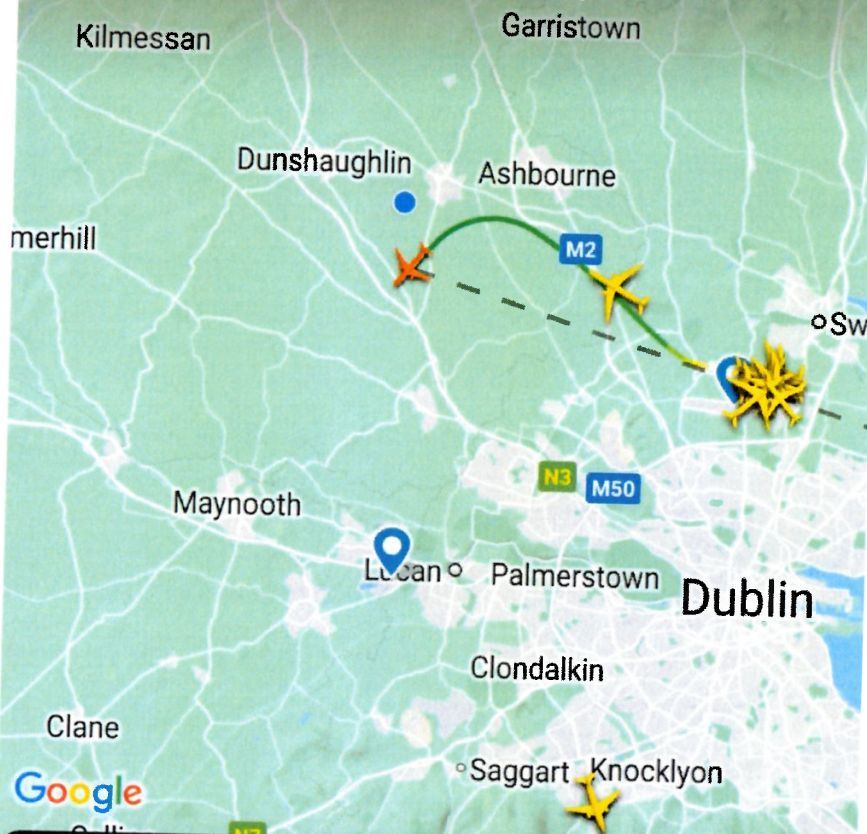
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EIN3LX EI352 A320
Aer Lingus



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DUB
DUBLIN



MUC
MUNICH

Departed 00:02 ago

BAROMETRIC ALT.
5,850 ft
GROUND SPEED
248 kts

Airbus A320-214

REG **EI-DEH**



3D view



Route



More info



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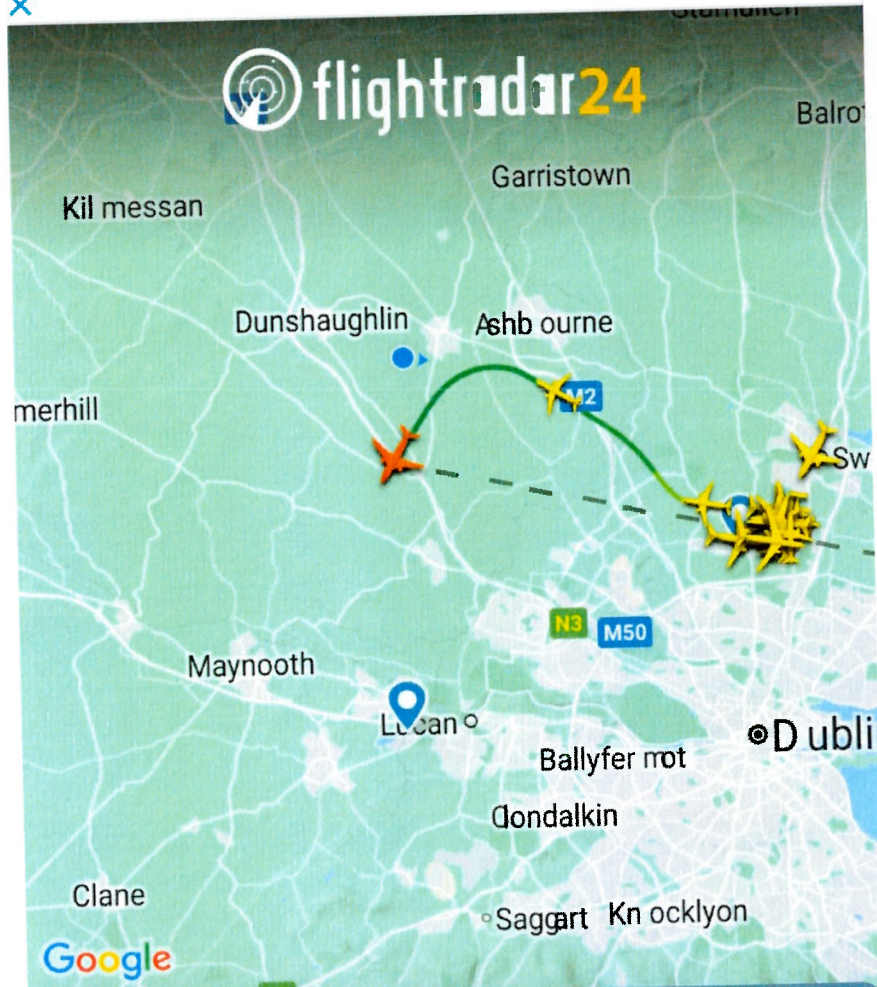
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07:20

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Providing speed y and cost effective solution s



RYR42AF **FR7367** **B738**

Ryanair



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DUB

DUBLIN



VIE

VIENNA

BAROMETRIC ALT.

5,900 ft

GROUND SPEED

252 kts

Departed 00:03 ago

Boeing 737-8AS

REG EI-DPP



3D view



Route



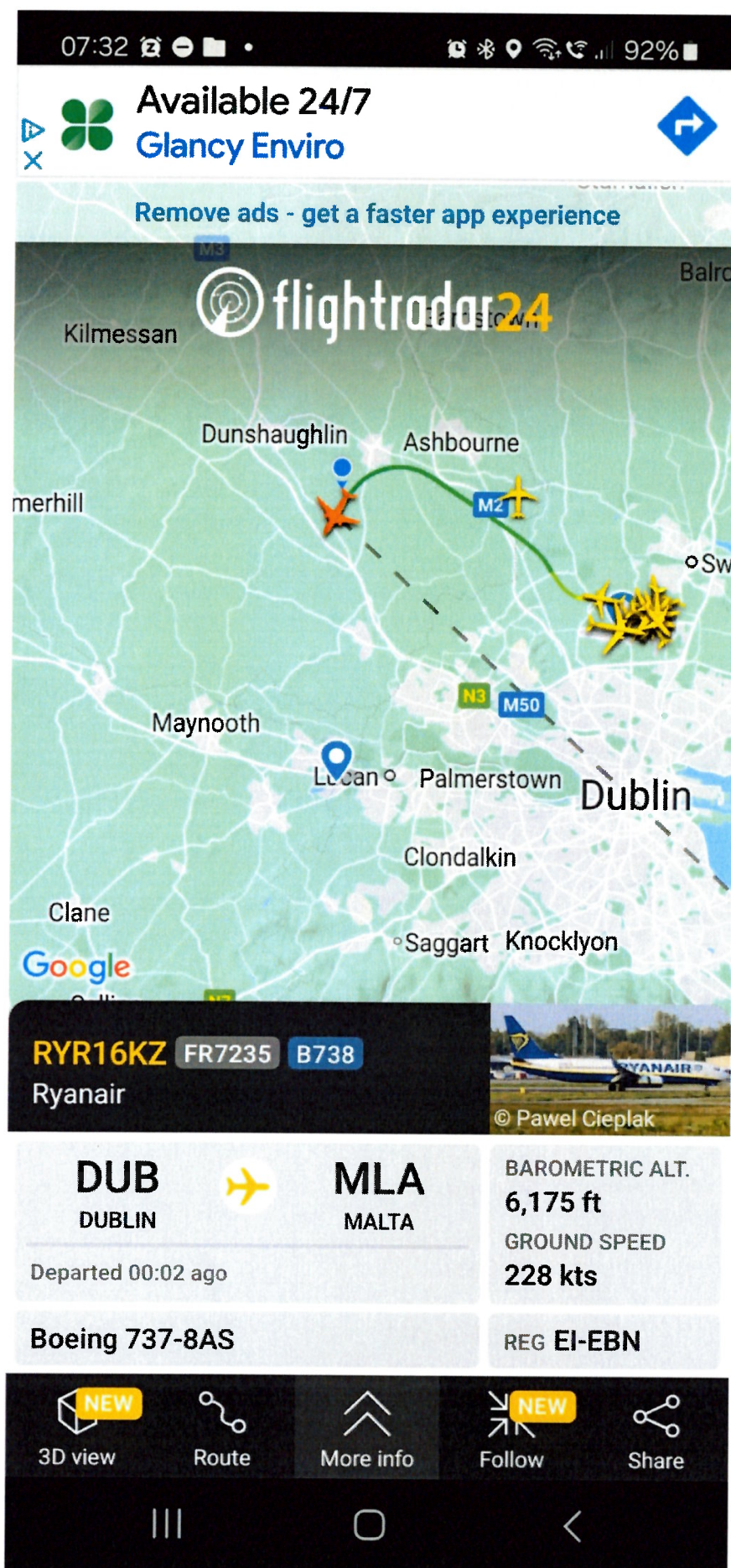
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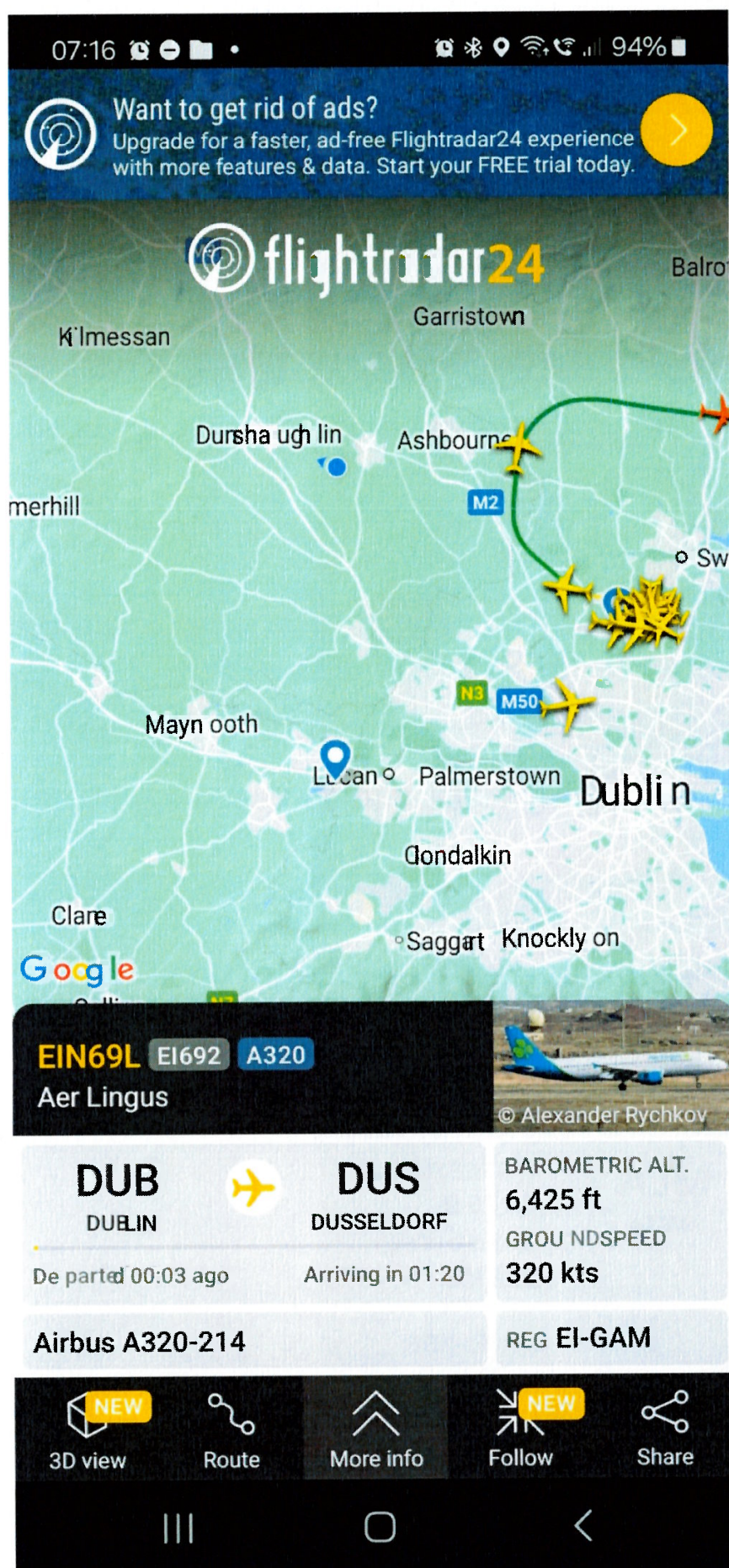


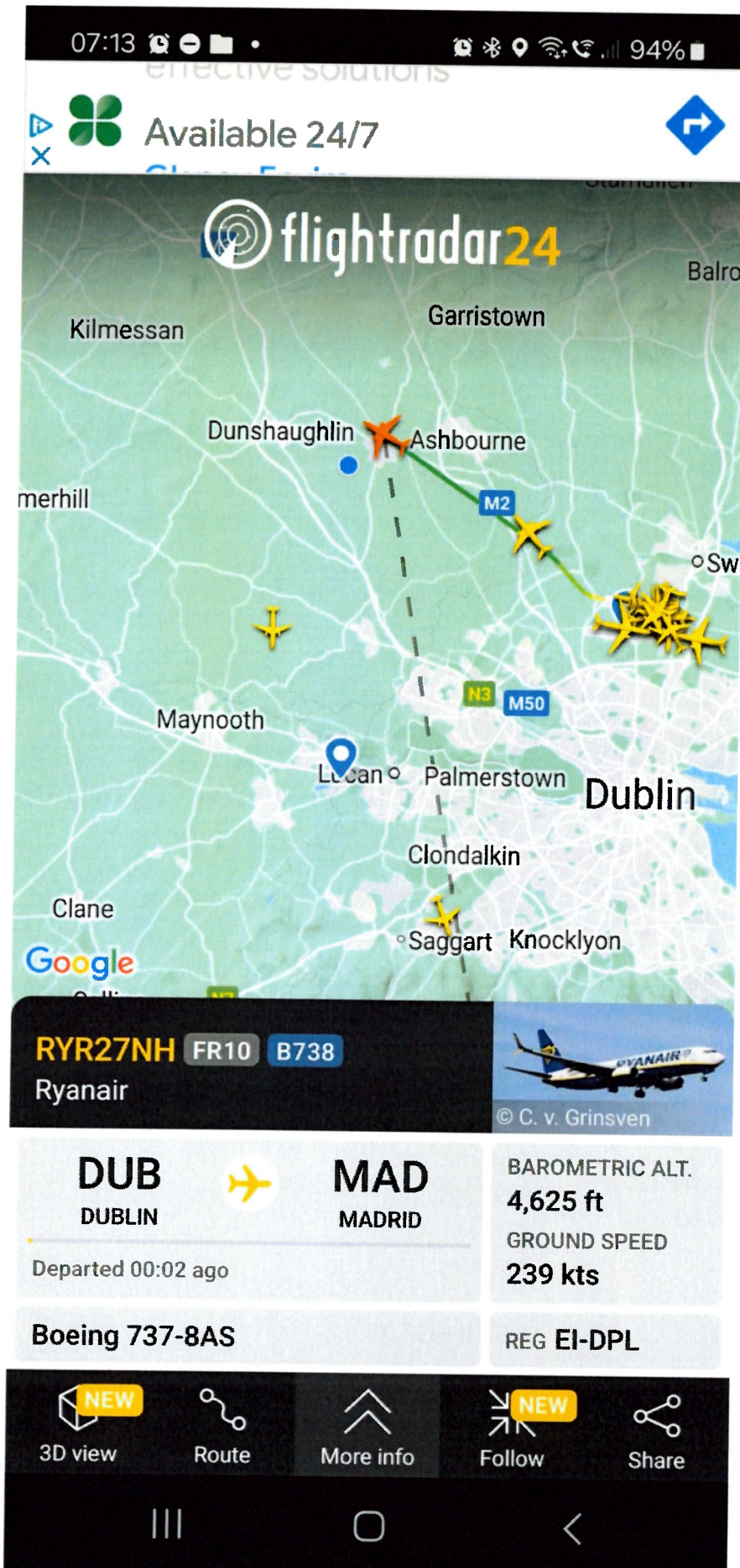
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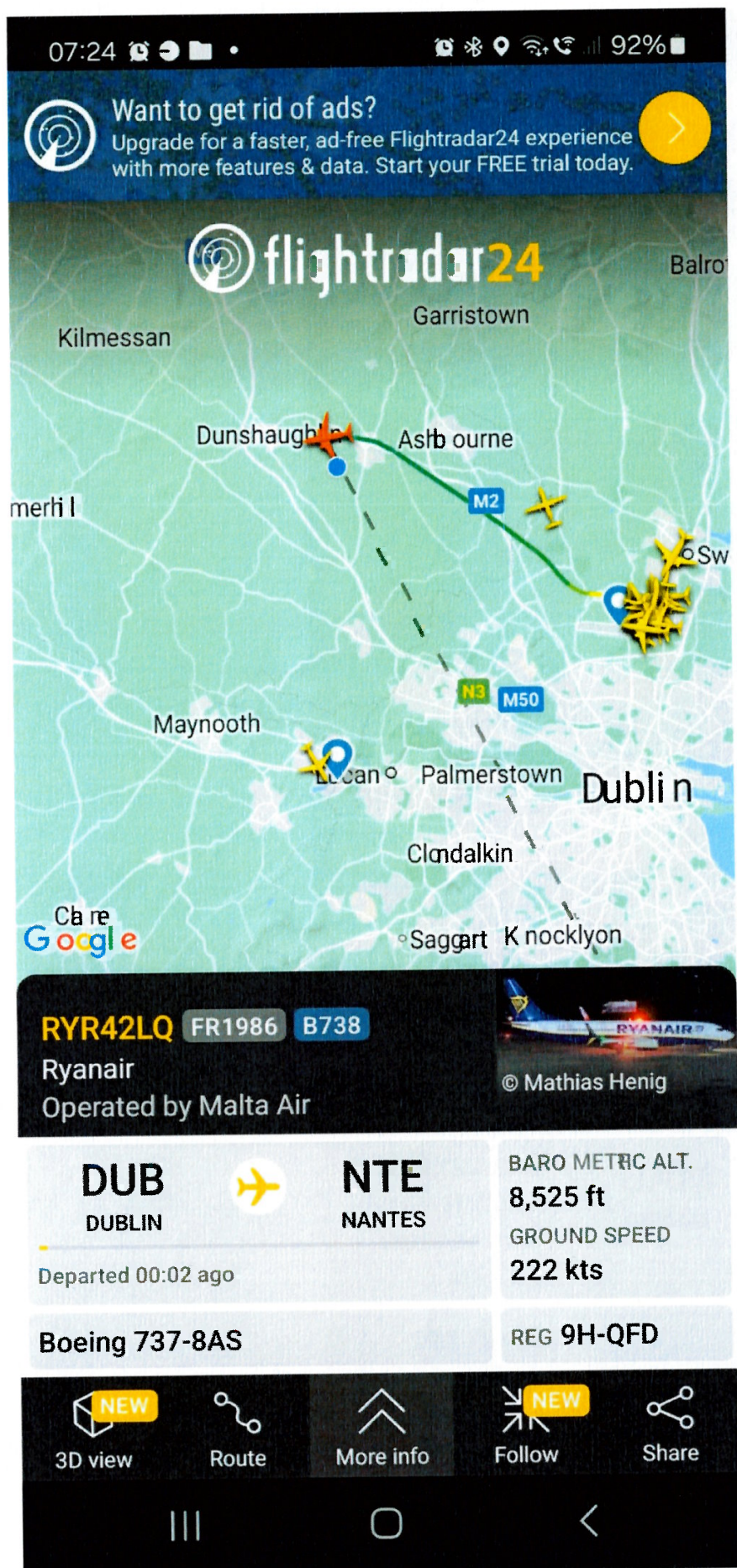


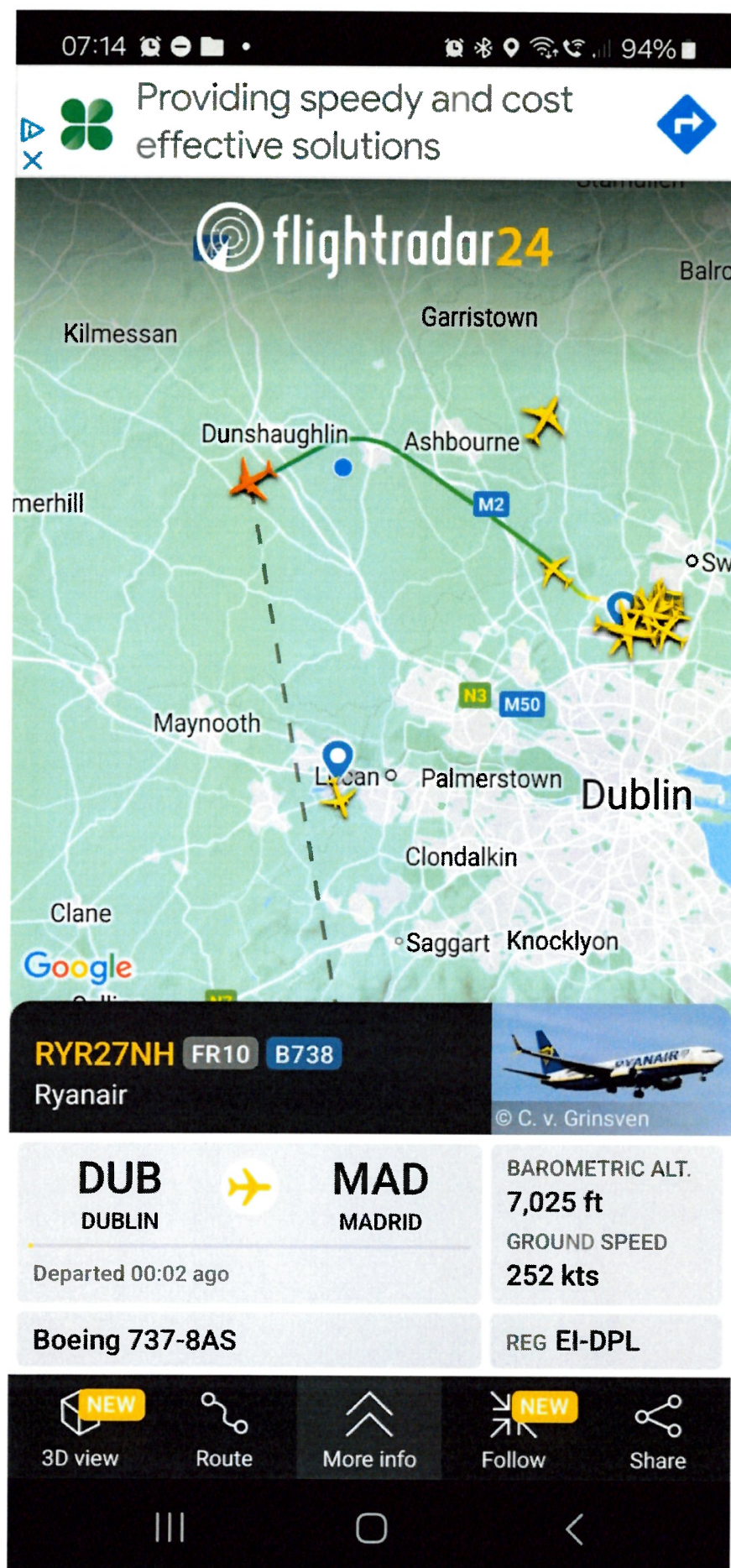
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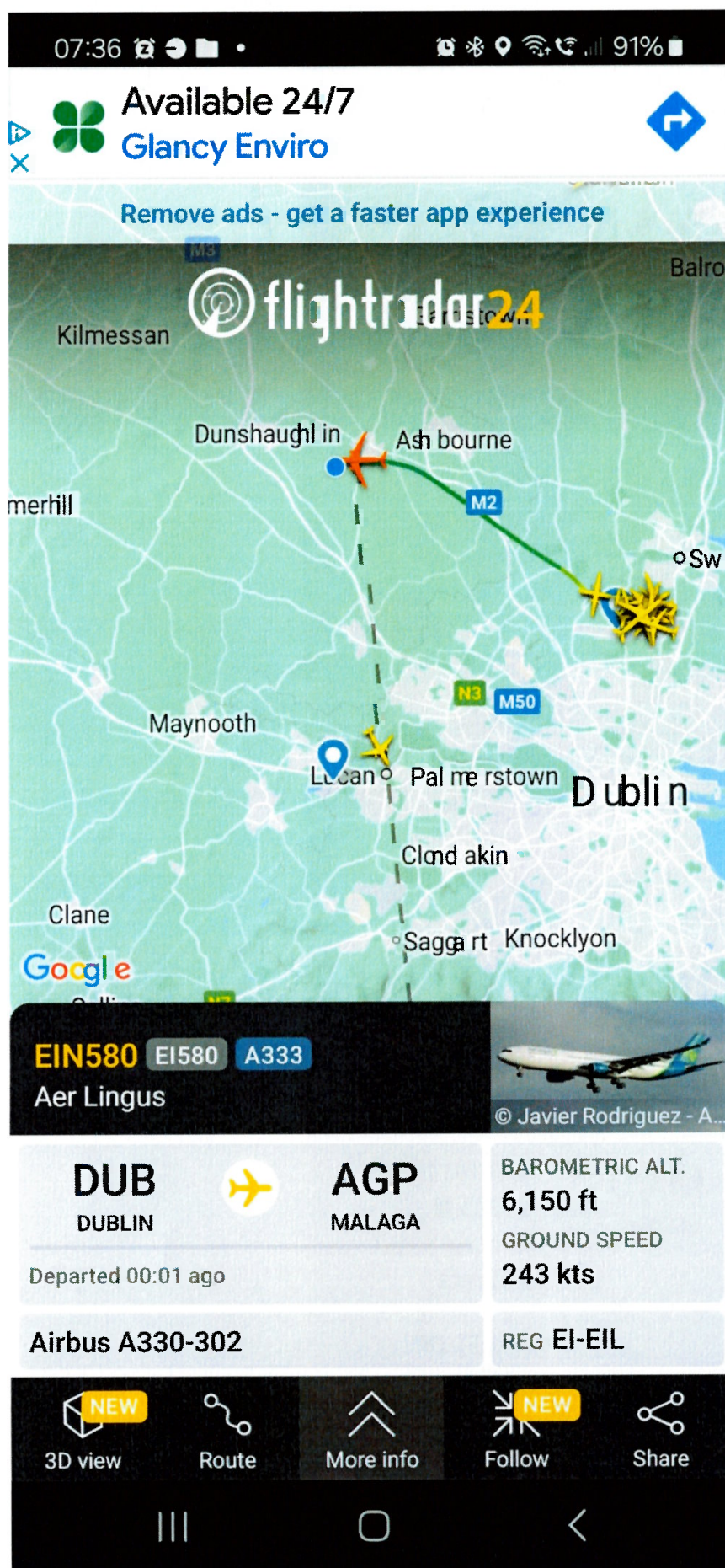












07:23

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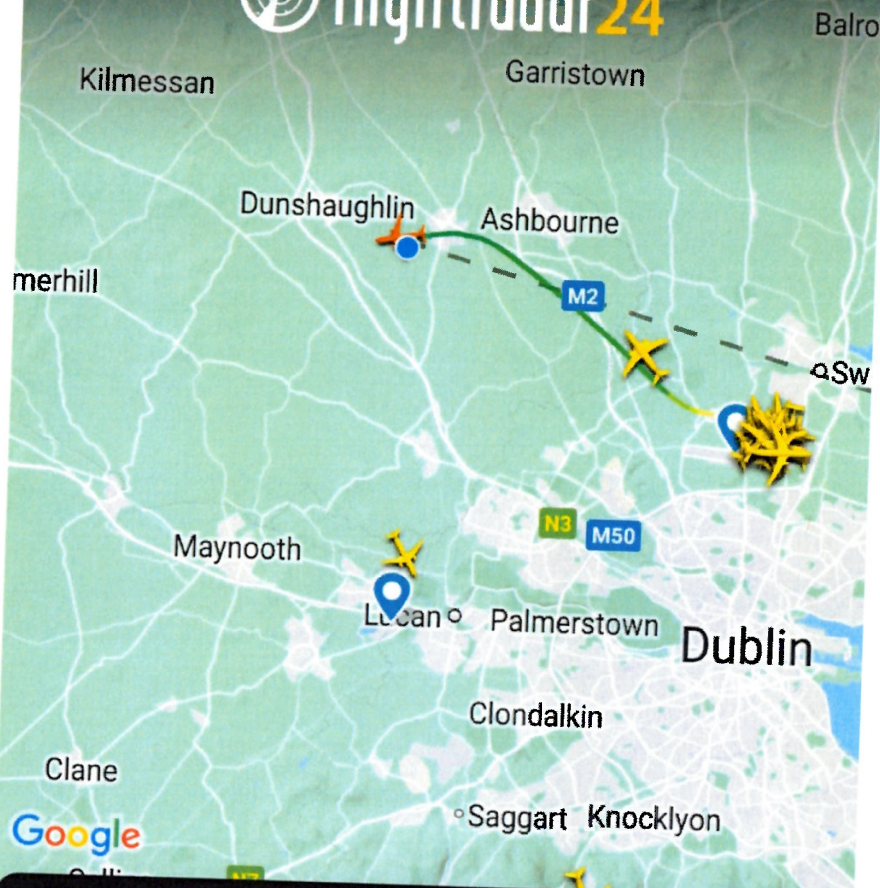


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EIN65Y EI650 A320

Aer Lingus (Irish Rugby Team Liv...



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DUB

DUBLIN



FRA

FRANKFURT

Departed 00:02 ago

BAROMETRIC ALT.

5,775 ft

GROUND SPEED

244 kts

Airbus A320-214

REG **EI-DEI**



3D view



Route



More info



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Lucan

Pal mɜː stəʊn

Dublin

Cloud skin

Clane



A320



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FRA

FRANKFURT

BAROMETRIC ALT.

4,975 ft

GROUND SPEED

245 kts

REG EI-DEI



3D view



Route



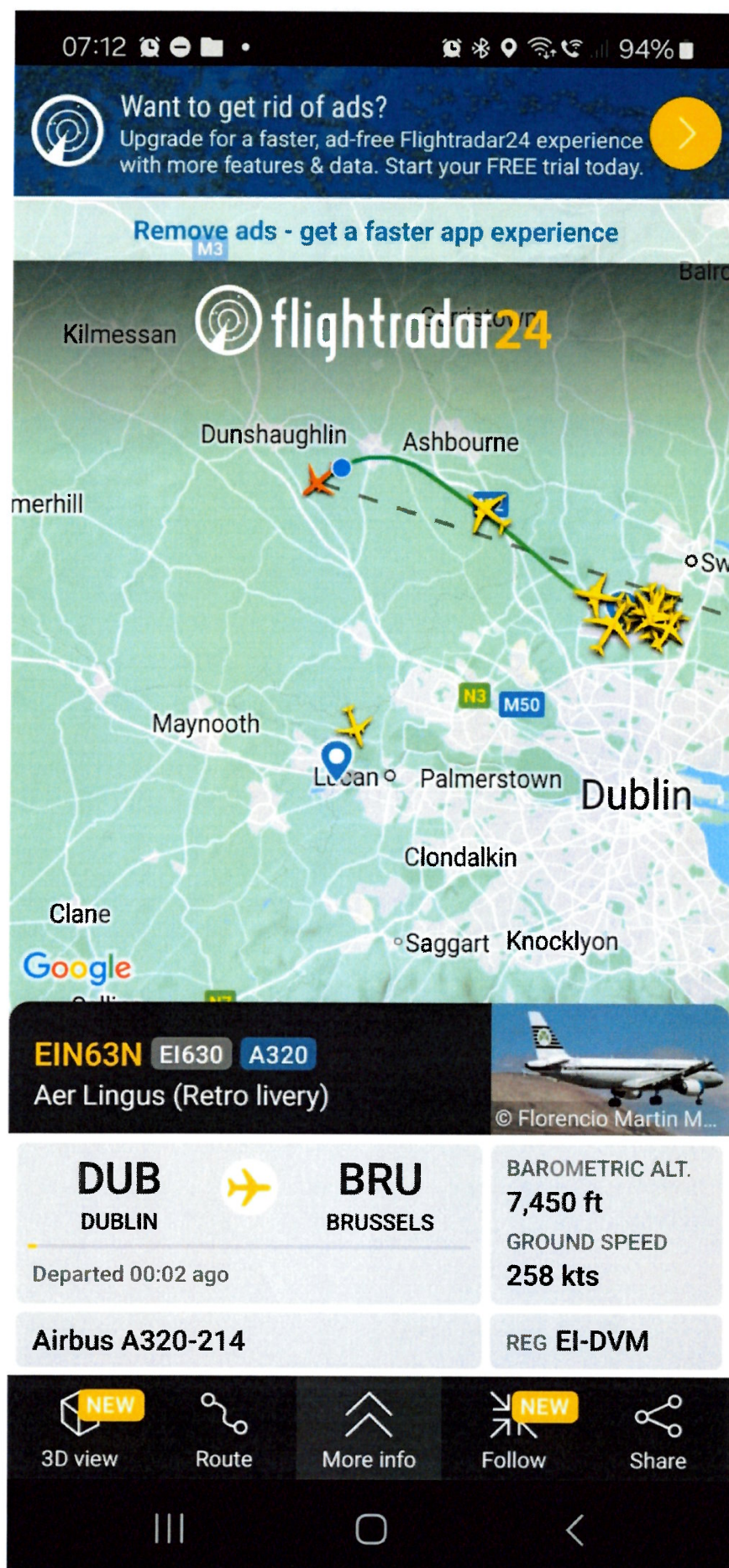
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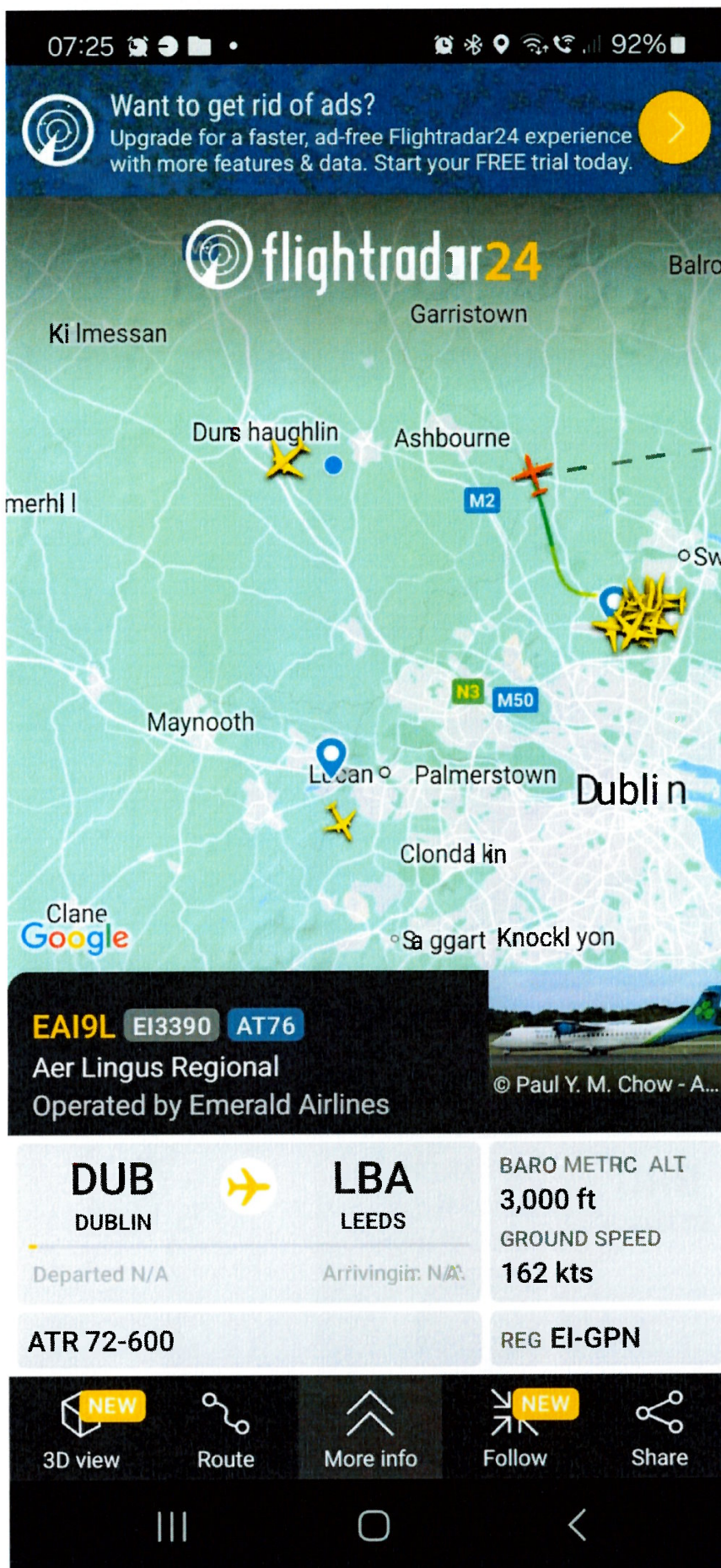


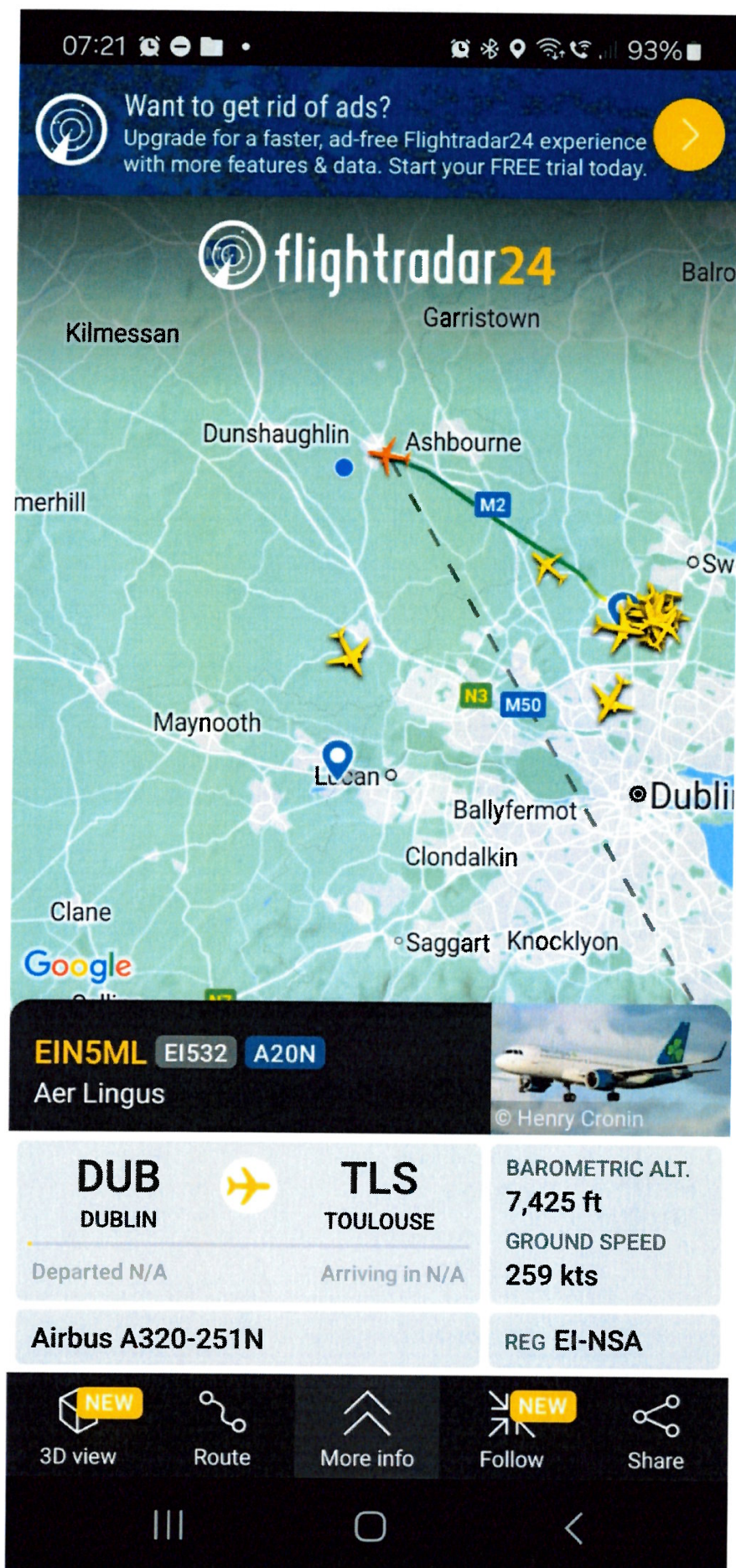
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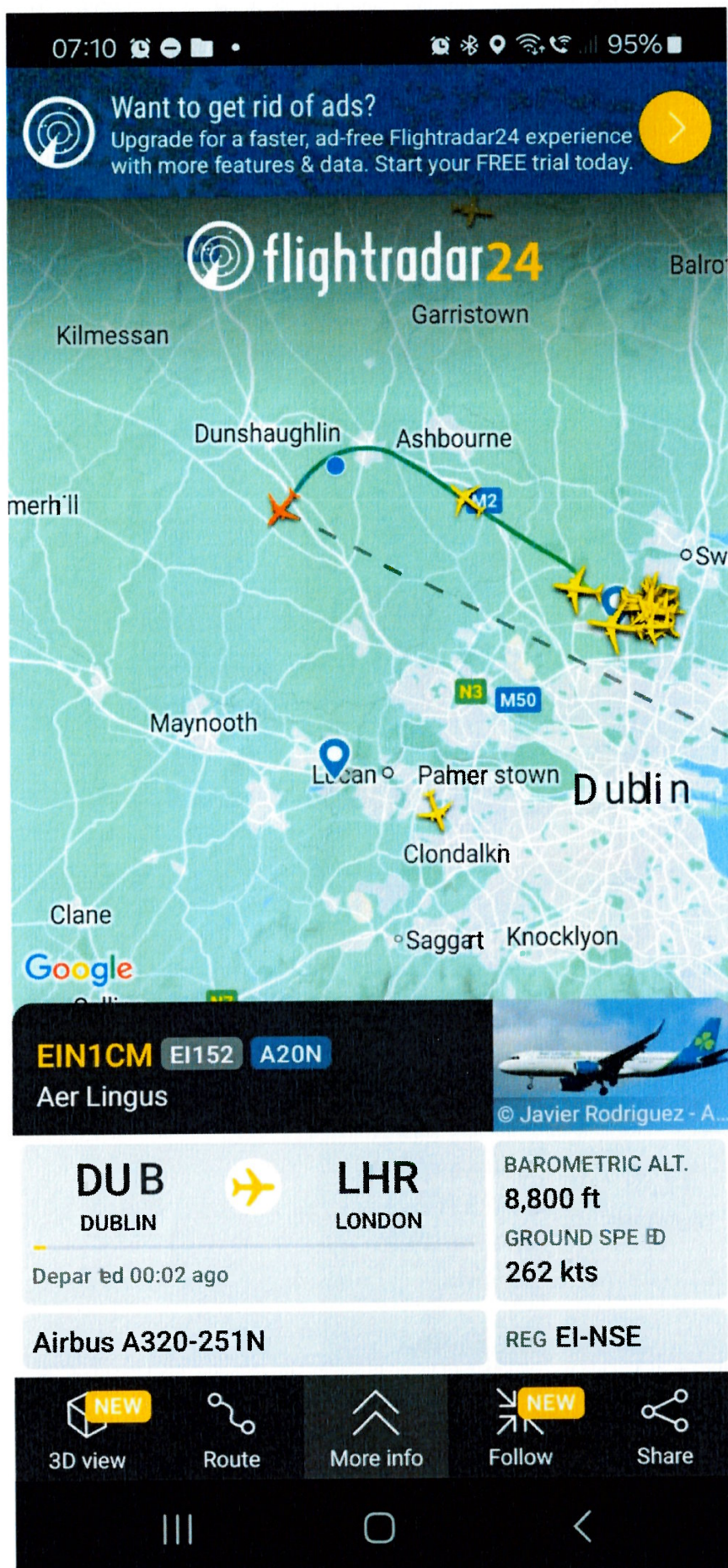


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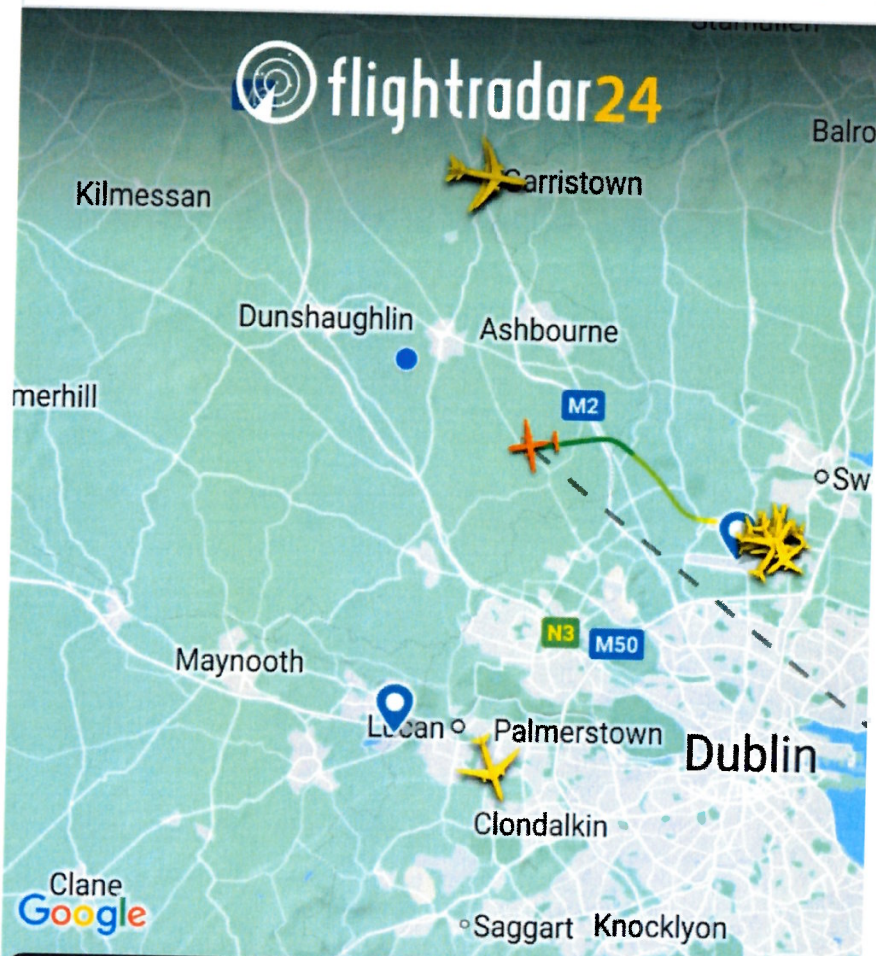
07:38

91%

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EA17S EI3300 AT76

Aer Lingus Regional
Operated by Emerald Airlines



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DUB
DUBLIN



SOU
SOUTHAMPTON

Departed N/A

Arriving in N/A

BAROMETRIC ALT.
3,175 ft
GROUND SPEED
157 kts

ATR 72-600

REG EI-HDK



3D view



Route



More info

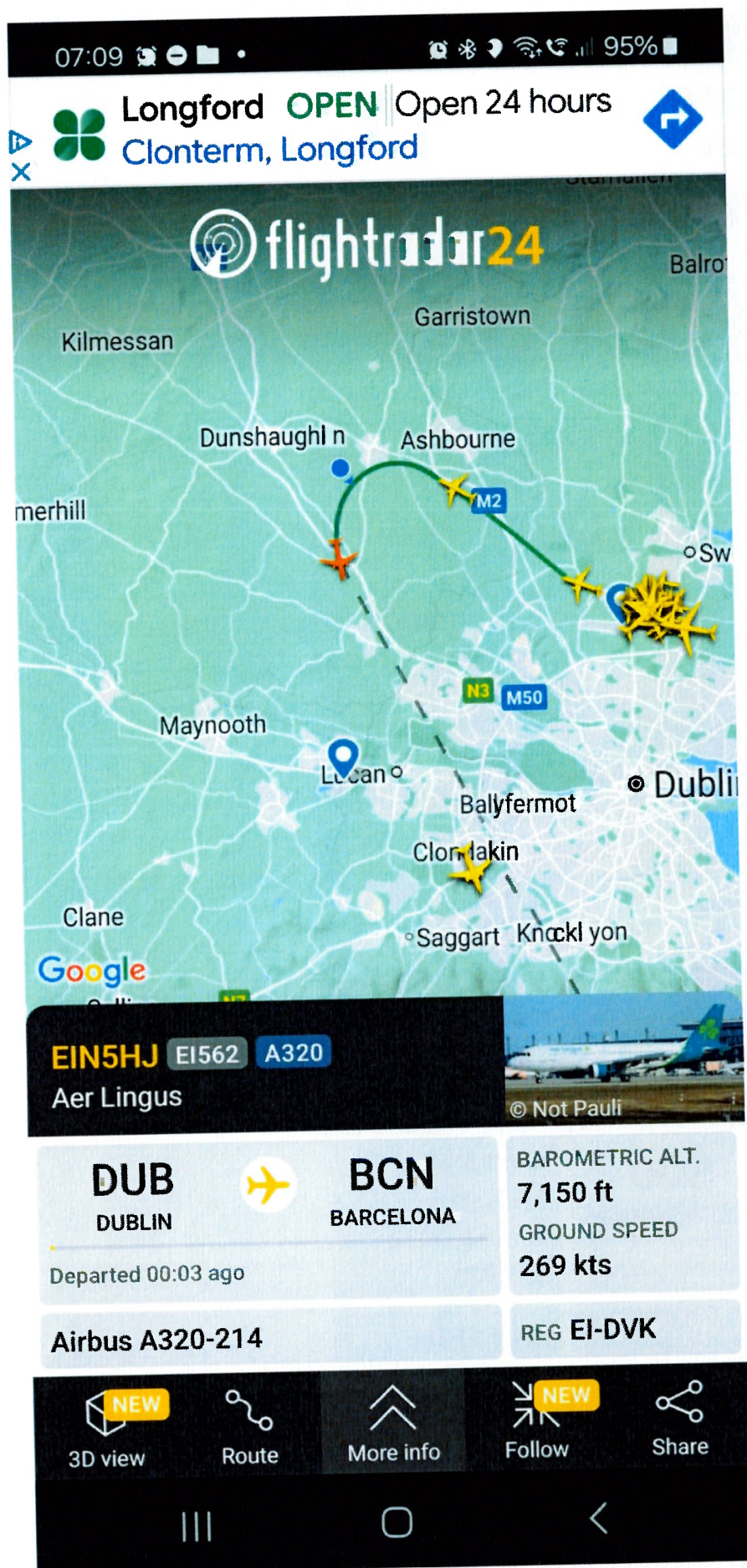


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EIN63N EI630 A320
Aer Lingus (Retro livery)



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DUB

DUBLIN



BRU

BRUSSELS

Departed 00:02 ago

BAROMETRIC ALT.

6,125 ft

GROUND SPEED

245 kts

Airbus A320-214

REG EI-DVM



3D view



Route



More info



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07:34

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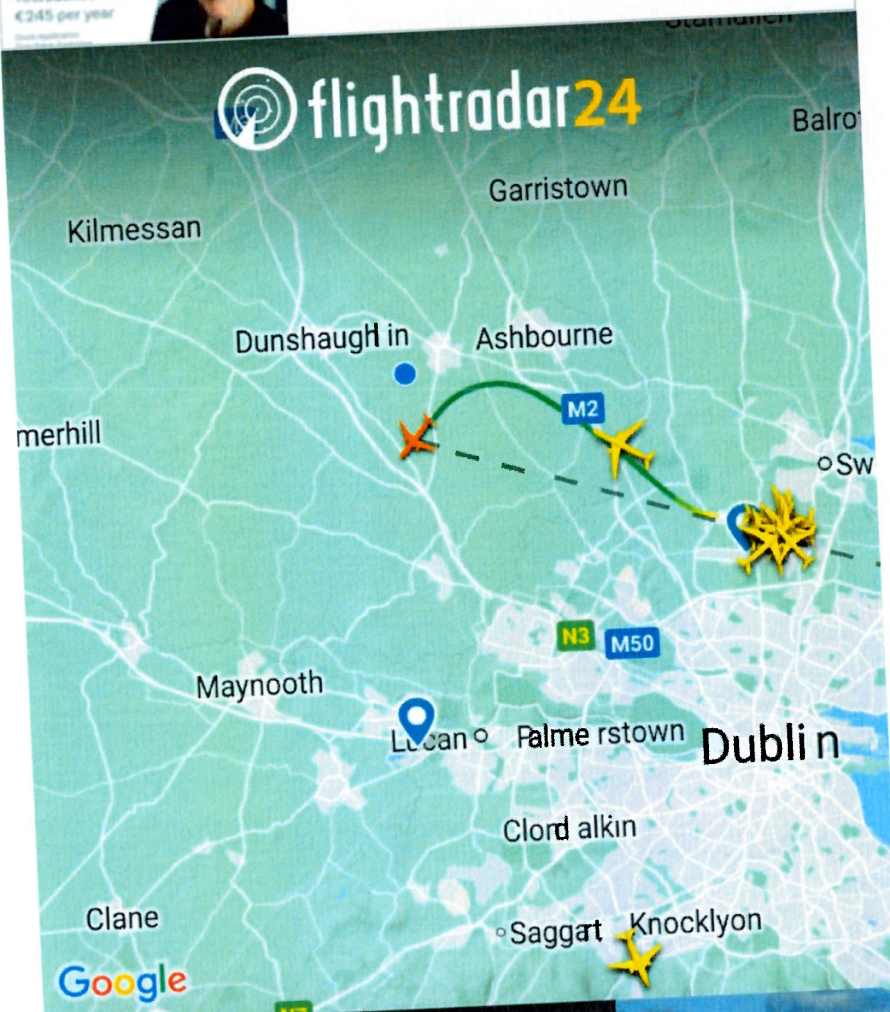
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EIN3LX EI352 A320

Aer Lingus



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DUB
DUBLIN



MUC
MUNICH

Departed 00:02 ago

BAROMETRIC ALT.
5,850 ft
GROUND SPEED
248 kts

Airbus A320-214

REG EI-DEH



3D view



Route



More info



Follow



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07:20

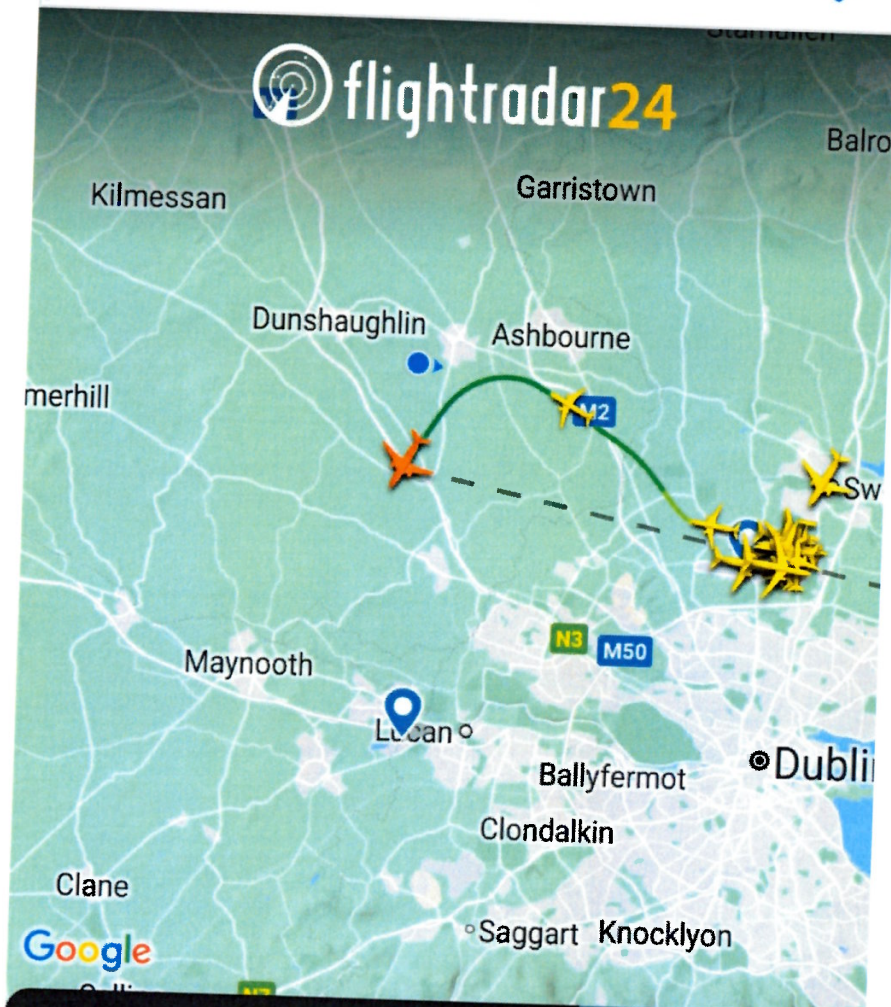
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Providing speedy and cost effective solutions



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RYR42AF FR7367 B738

Ryanair



© Ian Howat

DUB

DUBLIN



VIE

VIENNA

Departed 00:03 ago

BAROMETRIC ALT.

5,900 ft

GROUND SPEED

252 kts

Boeing 737-8AS

REG EI-DPP



3D view



Route



More info



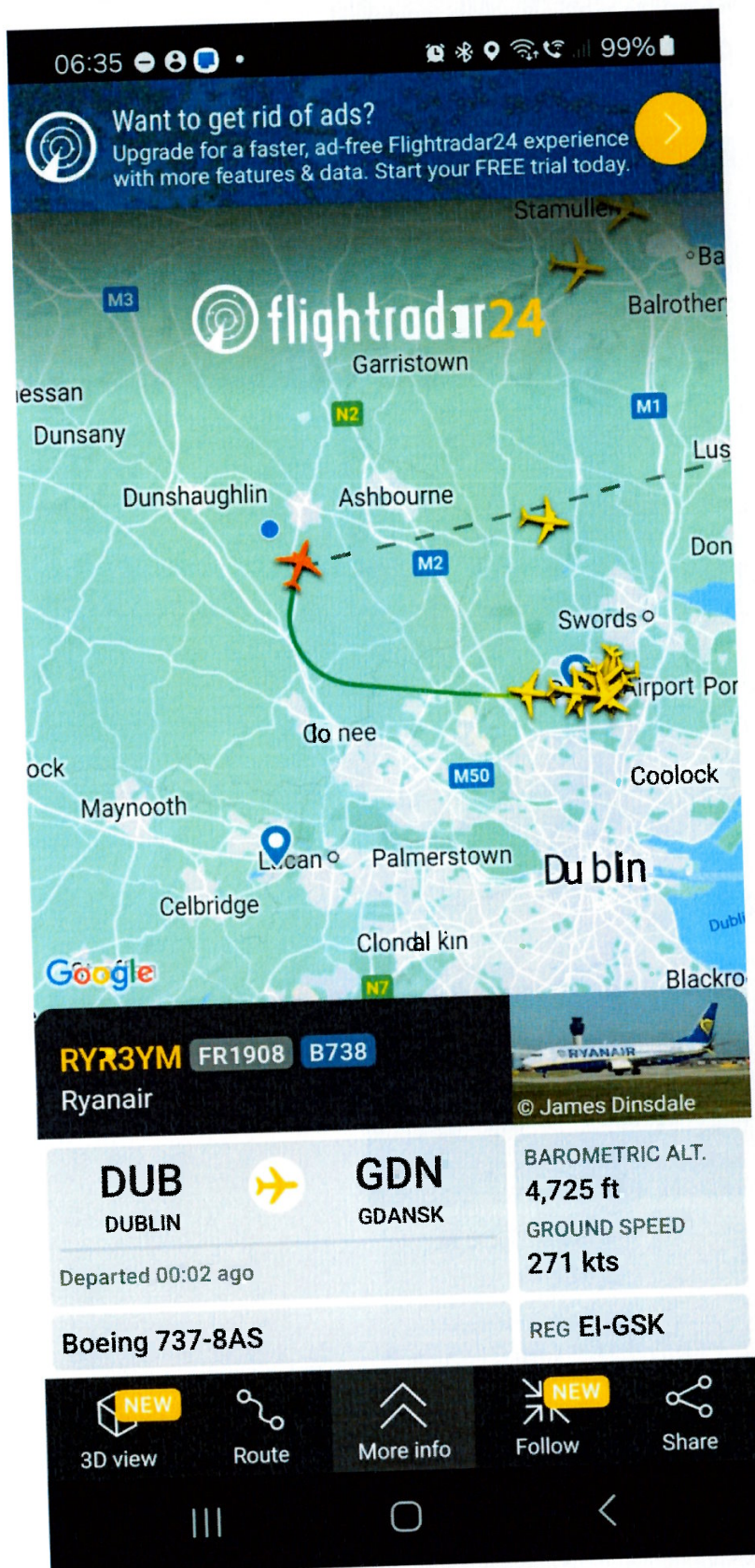
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RYR259C **FR5288** **B738**

Ryanair



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DUB

DUBLIN



PLQ

PALANGA

Departed 00:03 ago

BAROMETRIC ALT.

7,800 ft

GROUND SPEED

284 kts

Boeing 737-8AS

REG EI-EST



3D view



Route



More info

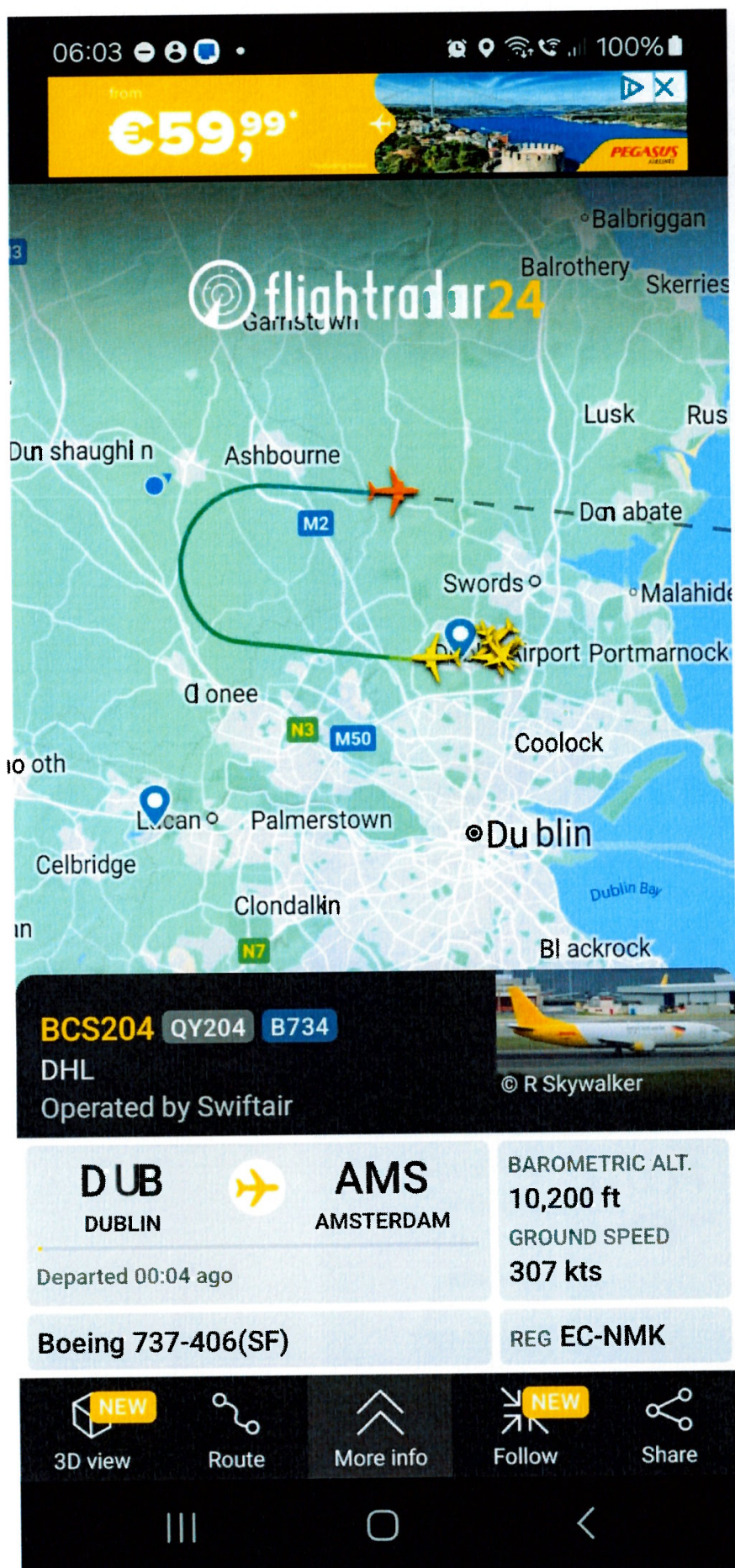


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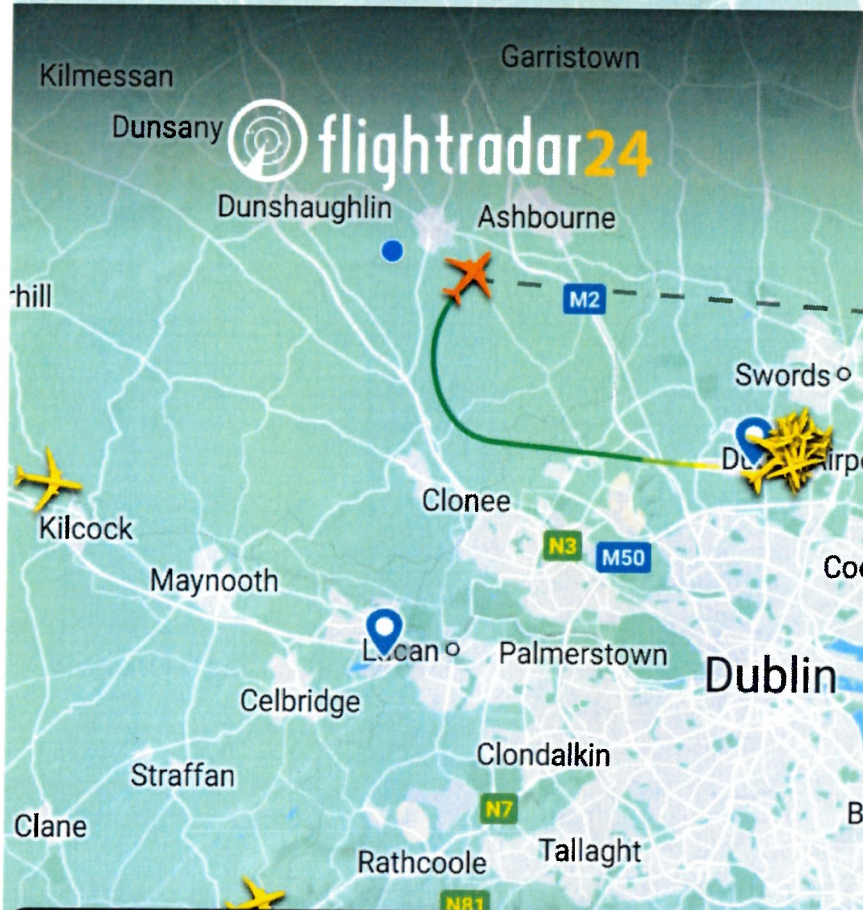
06:19

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RYR436 FR436 B738

Ryanair



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DUB

DUBLIN



LPL

LIVERPOOL

Departed 00:02 ago

BAROMETRIC ALT.

6,800 ft

GROUND SPEED

240 kts

Boeing 737-8AS

REG EI-EVO



3D view



Route



More info



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