

- The DAA and Fingal County Council in the Dublin Airport Noise Action Plan claim that aircraft types have changed in Dublin Airport between 2003 to 2017 resulting in quieter aircraft. However, noise exposure levels grew exponentially in line with movement increases.
- At the Oral Hearing in 2007 for the North Runway, figures were presented comparing 2007 levels to a 2025 forecast. The increase in population exposed with the 2025 forecast scenario was deemed unacceptable by An Bord Pleanála's consultant, Mr Rupert Thornely-Taylor. The figures in the DAA's current proposal are higher again. In 2007 the forecast noise exposure figures were deemed to be unacceptable from a health point of view. How can they be acceptable now?
- Noise levels submitted by the DAA to the St Margaret's The Ward group for various noise emissions for specific aircraft types indicate that there is very little difference in the actual measured noise level between the older and newer aircraft. Therefore, the assertions claimed regarding fleet replacements is totally flawed
- Using DAA's own forecasts for arrivals and departures there appears to be no reason for proposing a change from the current flight restrictions as there is little or no difference in proposed movements
- The reports on cost effectiveness submitted by the DAA exclude quantification of costs associated with the adverse health effects inflicted on residents. This item was specifically requested by ANCA and was not provided by the DAA. We in St Margaret's The Ward as citizens were expecting this information to be presented to us as requested by ANCA. We refer to our submission on Public Health where we have evaluated the costs associated with the adverse health effects inflicted on us which indicated that the total yearly cost based on the 2019 figures is a staggering 610 million euro. How are we expected to suffer these costs to protect our health?
- The cost effectiveness analysis (CEA) submitted by Riondo does not meet the requirements of EU598/2014 as it does not take into account of the current flight restrictions in place at Dublin Airport. The report therefore is misleading and inaccurate.
- The cost effectiveness analysis as submitted by Riondo does not take into account the costs associated with Carbon Emissions nor does it indicate the costs in meeting Ireland's requirements under the Climate Action and Low Carbon (Amendment) Act 2021 for the proposed revision to the current restrictions.
- The EIAR submitted does not meet the requirements set out in the EPA guidance as it does not take into account the foreseeable and planned increase in passenger numbers above 32 million passengers and is considered 'project splitting'.

Signed Robert Murphy Print Name: ROBERT MURPHY  
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Signature: \_\_\_\_\_  
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