

**From:** [REDACTED]  
**To:** [aircraftnoiseconsultation](#)  
**Subject:** Public Consultation on Aircraft Noise (Dublin Airport)  
**Date:** 27 February 2022 15:31:51

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Hi,

I am writing to express my concern and opposition at the proposed increase in aircraft traffic over Malahide and the surrounding areas.

- If the draft proposal is accepted, Malahide will be contained in the 40dB Lnight contour. As a Malahide resident, I am against this significant increase in night-time noise and carbon emissions.
- In particular, for the Seapark/Robswall area, 15 flights between 6-7am (just one hour!) when operating in the Easterly direction (30% of the time) is enough to cause the average night-time Lnight to exceed the stated 40dB.
- The draft proposal makes no mention of exposure to >40dB Lnight for Malahide during the 2016 consultation
- There is no data presented to warrant dual departures between 6-7am
- Dual departures are not allowed under Condition 3 (a-c) of the North Runway Planning Permission and the DAA have not submitted to change Condition 3 (a-c)
- 79,405 people will be Highly Annoyed and 37,080 will be Highly Sleep Disturbed in 2025.
- HSE submission states that all efforts should be made to minimize the number of people subjected to the adverse health effects of aircraft noise by reducing aircraft noise levels to below the WHO safe limits of 45dB Lden and 40dB Lnight.
- Exposure levels beyond the WHO safe limits lead to Hypertension, Cardiovascular disease, cognitive impairment in children, and mental health issues
- ANCA has not engaged medical experts in their assessment (only acoustic experts). I believe a wider consultation is needed to assess medical implications.
- The revised EIAR (Environmental Impact Assessment Report) has far more noise exposure than the initial EIAR
- The DAA's own submission show they can reach 42m passengers in 2040 with restrictions
- Fingal County Council Noise Action Plans show exponential growth in noise levels which were allowed to grow unmitigated contravening the Environmental Noise Directive (END)
- No health costs assigned in the Cost-effectiveness analysis (Who is going to pay for the health costs associated with night flights?)

NO CARBON EMISSIONS COSTS ASSIGNED IN THE COST-  
EFFECTIVENESS ANALYSIS - **CLIMATE CRISIS, ANYONE?**

I would appreciate confirmation of receipt of this submission. Thank you.

Yours sincerely,  
Rhiannon Dullaghan  
■ D'Alton Mews,  
Malahide  
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