

File With \_\_\_\_\_

## SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated received 28/03/2024  
fromTeresa Kavanagh 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 material issuesE.O.: Pat BDate: 08/04/2024

For further consideration by SEO/SAO

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: \_\_\_\_\_ Task No: \_\_\_\_\_

Allow 2/3/4 weeks – BP \_\_\_\_\_

EO: \_\_\_\_\_

Date: \_\_\_\_\_

AA: \_\_\_\_\_

Date: \_\_\_\_\_

File With \_\_\_\_\_

## CORRESPONDENCE FORM

Appeal No: ABP 34485-22

M \_\_\_\_\_

Please treat correspondence received on 28/03/2024 as follows:

1. Update database with new agent for Applicant/Appellant _____	
2. Acknowledge with BP <u>23</u>	1. RETURN TO SENDER with BP _____
3. Keep copy of Board's Letter <input type="checkbox"/>	2. Keep Envelope: <input type="checkbox"/>
	3. Keep Copy of Board's letter <input type="checkbox"/>

Amendments/Comments <u>Teresa kavanagh response to S.131</u>
<u>12/03/24: 02/04/24 ✓</u>

<b>4. Attach to file</b> (a) R/S <input type="checkbox"/> (d) Screening <input type="checkbox"/> (b) GIS Processing <input type="checkbox"/> (e) Inspectorate <input type="checkbox"/> (c) Processing <input type="checkbox"/>	<b>RETURN TO EO</b> <input type="checkbox"/>
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	Plans Date Stamped <input type="checkbox"/> Date Stamped Filled in <input type="checkbox"/>
EO: <u>Pat B</u>	AA: <u>Anthony McNally</u>
Date: <u>08/04/2024</u>	Date: <u>25/04/2024</u>

Patrick Buckley, An Bord Pleanála

9, Hillcourt, Portmarnock, Co. Dublin

64, Marlborough St D.1

21-3-24

Dear Sir, Case Number ABP -314485 -22 Re; "relevant action" relating to night-time use of Rw system D Airport

Many thanks for your letter giving me the opportunity to comment in relation to daa's further submission of 4<sup>th</sup> march 2024.

You state that the Board is of the opinion that their request to me is "appropriate in the interest of justice". It seems to me that it is totally "appropriate in the interest of justice" and balance that ABP inform us as to how best to respond to this lengthy and highly technical submission which goes way beyond the perimeters of clear communication. As lay non-technical people we are at a total disadvantage in making an adequate and informed response. We have also been given quite a short time to respond in contrast to the many months afforded to daa since their original submission on this matter.

Technical information would need to be made clearer to the residents and local communities who lack expertise in this area.

Other airports throughout the world act responsibly towards communities regarding night-time operational traffic and noise pollution. For example Heathrow Airport allows a maximum of 16 flights to land and take off from 11 30pm to 6am. Penalties are imposed on airlines in breach of this regulation.

ABP in its 2007 planning permission conditioned and imposed a limit of 65 flights at night which daa's barrister agreed to at the time, in the Oral Hearing in order to secure permission for the North Runway. Since then, however, daa, in contrast to what's happening at Heathrow, have incentivised airlines to use Dublin Airport at night by giving free parking if planes arrive after 11pm and are gone before 7am. In this way they've constructed artificial demand for night-time usage of Dublin Airport runway system increasing noise disturbance for sleeping local neighbours.

Daa's passenger numbers posted for the year 2025 don't include Transfer Passengers, they don't count these passengers so figures are inaccurate.

Daa are creating a demand so they can continue Empire Building at D.Airport while other Irish national airports are under-utilized as daa continues to Hoover up the majority of Ireland's commercial aviation business at the expense of balanced regional development.

Daa cannot be allowed extend night-time operational hours or to increase passengers numbers from 32m to 40m. In this regard they are already in breach of ABP 2007 conditions by exceeding the 65 night-time flight cap and not complying with time restrictions as they optimise use of the two main runways.

As I write, a red alert for the Climate has been issued by the Head of the UN (March 2024). Additionally, the World Meteorological Organisation has reported how 2023 was the worst year for Global Warming with hottest temperatures & the greatest loss of Glacial Ice. Dublin Airport adds to this climate horror as it is already Ireland's biggest polluter.

AN BORD PLEANÁLA

LDG- \_\_\_\_\_

ABP- \_\_\_\_\_

28 MAR 2024

Fee: € \_\_\_\_\_

Type: \_\_\_\_\_

Time: \_\_\_\_\_

By: Post

The Dutch Government is actively planning to cap the number of flights at Schiphol Airport in an attempt to cut pollution & Greenhouse Gas emissions. Contrast this with daa's desire for unbridled growth at D. Airport despite the environmental consequences & the negative impact on the quality of life of local communities.

I am asking ABP to reject this application and to oblige daa to comply with 2007 planning conditions. Thank you,

Yours sincerely ,

A handwritten signature in cursive script, reading "Teresa Kavanagh". The signature is written in dark ink and is positioned to the right of the typed name.

Teresa Kavanagh