

File With

SECTION 131 FORM

Appeal No

ABP—314485-22

Defer Re O/H

Having considered the contents of the submission dated received 14/12/2023
from Aidan Conaty 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 issues

Section 131 not to be invoked at this stage.



Section 131 to be invoked — allow 2/4 weeks for reply.



Signed

Pete Burr

Date

21/12/2023

EO

Signed

Date

SEO/SAO

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



Planning Appeal Online Observation

Online Reference
NPA-OBS-002947

Online Observation Details

Contact Name
Aidan Conaty

Lodgement Date
14/12/2023 08:50:08

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Aidan Conaty

Payment Amount
€50.00

Processing Section

S.131 Consideration Required



Yes — See attached 131 Form



N/A — Invalid

Signed

Karen Byrne
EO

Date

14/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— *068738-23*

Reason for Refund

Documents Returned to Observer



Yes



No

Request Emailed to Senior Executive Officer for Approval



Yes



No

Signed

EO

Date

Finance Section

Payment Reference

ch_3ONAcOB1CW0EN5FC02UueugT

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date

Aidan Conaty
Newtown Cross
The Ward
Co Meath
D11 PR92

13/12/2023

Case # 314485

Dear Sir/ Madam,

After reviewing the new documents submitted by the DAA, it's evident that their submissions use current flight paths for their "permitted" diagrams instead of adhering to the original 2007 planning permission's noise zones. This approach appears to be an attempt to gain approval from ABP by downplaying the night flight differences. If ABP approves this, they would inadvertently legitimize the current, illegal flight paths, which have caused significant distress to many. Therefore, flight path considerations are crucial in this submission.

Given the severity of the issue, an oral hearing is imperative.

Key observations and concerns include:

The "permitted" noise zones in this submission are inconsistent with the Environmental Impact Statement from the 2007 permission.

- Approving this action could imply that ABP's conditions can be disregarded when inconvenient.
- daa has violated their planning permission and original flight paths:
- Overstepping the passenger cap in 2019 and likely again this year.
- Breaching the 65 movement cap per night.
- Not adhering to the 2007 approved flight paths.

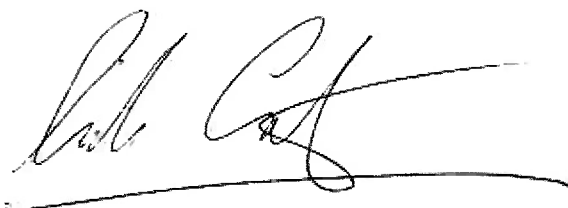
At our home and garden in Newtown Cross the Ward Co Meath enjoyment has significantly declined since the North Runway's inauguration. The actual flight paths greatly differ from those expected based on the 2007 planning, causing distress and health issues for many. Proposing further changes to increase day and night flights is unreasonable given the existing noise problem.

Here are some points for your submission:

- Documented health issues due to excessive aircraft noise.
- Current flight paths are vastly different from those approved in 2007, affecting people's lives.
- Straightening flight paths could alleviate noise issues.
- Given Ireland's high GHG emissions, increasing air traffic during a climate crisis is counterproductive.
- Extending day hours will exacerbate noise exposure, considering the current noise levels.
- Unlimited night flights will increase sleep disturbances. Banning night flights, as done in other major airports, is advisable.
- The proposed flight path changes rely on illegal, unauthorized paths, lacking democratic legitimacy. This impacts local residents, necessitating transparency and accountability from the IAA.
- The FCC's 2007 planning stipulations have been blatantly ignored, going against WHO guidelines and academic research on air traffic harm.
- The EIAR supplement 2023, prepared for the DAA, is potentially biased and based on unauthorized flight paths, rendering its projections invalid.

Therefore, I am asking that you refuse permission to the DAA on this relevant action. Additionally, I am requesting an oral hearing on this matter.

Thank you for taking the time to read my submission



Aidan Conaty

085.732.7714