

LDG-068564-23

BP 40 to issue ✓
10/12/23

S.37

File With

SECTION 131 FORM

Appeal No

ABP— 3/4485-23

Defer Re O/H

☐

Having considered the contents of the submission dated received 7/12/2023
from Noel Bannon 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

Noel Bannon

Date

14/12/2023

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-002841

Online Observation Details

Contact Name
Noel Bannon

Lodgement Date
07/12/2023 17:13:18

Case Number / Description

Observations on the Dublin Airport Authority's latest submission (November 2023) to extend operating hours, remove limits on night-time movements and to change the flight paths.

Payment Details

Payment Method
Online Payment

Cardholder Name
Noel Bannon

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☐

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

EO

Date

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgment No

LDG— 068564-23

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_3OKI8UB1CW0EN5FC1tzGXv7g

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

Observations on the Dublin Airport Authority's latest submission (November 2023) to extend operating hours, remove limits on night-time movements and to change the flight paths.

(Note: I found it difficult to find the planning application number online.)

From: Noel Bannon
The Commons,
Ratoath,
Co. Meath.
A85EC56

0872587658/(01)8256864

I am a home-owner living in the parish of Ratoath, between Ratoath and Dunshaughlin. During the summer months of 2023, my wife and I noticed that flights were passing near our home that had never passed this way before. The flights seemed to be every few minutes and occasionally you could have 3 flights within a 6 minute period. Some flights passed directly over the River Walk in Ratoath and on one occasion (I happened to be walking my dog), 3 flights passed close by within a few minutes - one flying directly overhead with its undercarriage visible. I was so surprised that I texted a local County Councilor to pass on the details. These flights flew overhead at 17:42, 17:45 and 17:47 on 10th July, 2023. I took photos to verify and remember the actual times.

This week, my birthday fell on 4th December. I woke early (6.15am approx.) and I was conscious of a flight passing overhead which I could clearly hear in my bedroom. I decided to turn on the FlightRadar app and track the flights that I could clearly hear from my bedroom. I was surprised at the number of flights within the next 45 minutes and the direction of takeoff from the airport. I took a screenshot of the flights that I could clearly hear, to note the time and their locations. I have attached the screenshots with this document.

The first screenshot is at 06:24. You can observe that one plane (Dub-Nice) is flying away 10,036 feet as another is approaching. The blue dot represents the location of my home (A85EC56). The sequence of screenshots represents planes that I could clearly hear in my bedroom with the window closed. All the 06:00 to 07:00 flights had similar flightpaths, leaving the airport and flying in the general direction of Hollystown, some turning right earlier towards Ashbourne and some turning right later, aiming towards Ratoath

06:24 (Dub-Hamburg)	4,359.
06:30 (Dub-Berlin).	7, 389 feet (At 6:23 this flight flew almost directly overhead turning at 7,454 feet.)
06:37 (Dub – Leeds)	7,977 feet
06:39 (Dub- Luxembourg)	7,643 feet
06:40 (Dub – Amsterdam)	4,823 feet
06:42 (Dub – Manchester)	5613 feet
06:43 (Dub – Rovaniemi)	7,157 feet (Again, almost directly overhead)
06:46 (Dub-Copenhagen)	6,953 feet
06:50 (Dub-Zagreb)	5,596 feet

06:53 (Dub-Newcastle) 9,817 feet

06:54 (Dub – IASI) 7,021 feet

After this, I got up to have breakfast. Slightly later, I noticed that the direction of the planes had changed so I noted a few more flights:

07:20 (Dub – London)	12, 834 (at time of capture) Flight path has changed. Flying from airport towards Ratoath and turning left towards Dunboyne and finally towards Dublin.
07:22 (Dub- Rome)	6,910 feet (directly over my home) Flight path leaving from airport towards Ratoath.
07:26 (Dub-Shannon)	10,795 feet (at time of capture) Flight path leaving airport towards Ratoath
07:30 (Dub – Lisbon)	6,734 feet Flight path leaving airport towards Ratoath.
07:31 (Dub – Southampton)	3774 feet Flight path changed. Leaving airport and flying parallel to M3 towards Ashbourne
07:32 (Dub-Southampton)	4417 feet Same flight as above. Turning over Garristown area

I recorded 11 flights after the one I heard as I woke up - 12 flights in total - in a period of 40 minutes between 06:15 and 06:54. From my experience, any flights flying in the vicinity of my home at 7000 feet or below cause enough noise for the people in the vicinity to be very conscious of the aeroplane. Flying at 7000 feet directly over a house causes significant noise. I grew up in Finglas East and we were used to planes flying overhead. The difference in the past few months since the new runway has opened is that planes are flying in places they never flew before, they are very regular – often 3 or 4 in a 10 minute period – and they are not, in my view, flying in the flight paths that permission was given for them to fly. I believe that many people are experiencing far worse effects than we are currently experiencing in our home, as flights passing overhead at 3000 to 4000 feet and lower must be incredibly intrusive in people's everyday lives.

I am concerned that the DAA and those responsible for flight paths do not seem to take any notice of planning permissions that were granted to date. Recent newspaper articles have suggested that there will be an expansion in the number of flights entering and leaving Dublin Airport in the medium term. As an individual, I do not have a problem with occasional flights over my home. The regular and unceasing nature of the flights is a problem and planning regulations should ensure that the DAA cannot unilaterally disimprove the quality of life of its neighbours. I am not a sound engineer, but it has been suggested on tv by pilots, that aeroplanes are noisier as they turn at low altitude and, perhaps, this is part of the problem.

I do not think that the DAA should be given permission to change the hours that they cannot fly at night (Currently between 11pm and 6am). People deserve to have a quality of life and if you live in areas directly affected by aeroplanes taking off and landing, increasing flying times will affect their mental wellbeing.

It is my impression that the DAA has completely changed the flight paths since planning permission was granted for the new runway. The current flight paths are different to what was originally proposed as part of the original consultation process. They are now looking for approval for changes

that they have unilaterally made. Allowing this to happen is not good for the planning process or for the people who live in the vicinity of the airport who depend on planning laws to protect their rights.

There is also permission being sought to allow additional flights based on a process of averaging the noise that aeroplanes make. No doubt, it will be argued that new aeroplanes are quieter than their predecessors. As someone who is sitting in my home typing this submission, I can only observe that I have noticed many aeroplanes flying overhead in the time it has taken me to produce this document. In the current climate and with the current technology in aeroplanes, it will be devastating for people living closer to the airport if a decision to allow more flights is the outcome of this process. At some point in the future - when actually quiet aeroplanes exist – it may be reasonable to increase the number of flights, but not in 2023-24.

Please find below screenshots taken on my phone which show the time, location and height of the various flights mentioned above.

With every good wish in your deliberations,

Regards,

Noel Bannon

0872587658











