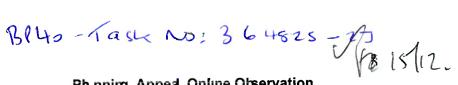
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SECTION 131 FORM

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Planning Appeal Online Observation

Online Reference NPA-OBS-002856

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Observation on An Bord Pleanala Appeal Case Number: PLO6F.314485

My name is Olibhe Ni Bhraonain, I reside at "Aine", Mabestown, The Ward, Co. Dublin, D11P206. I live under the Coolquoy Waypoint. I did not realize when the daa were looking for permission for the North Runway that I would end up living under the waypoint for all flights taking off on this new Runway. I had thought that the flights would fly straight out and that they would not affect us. I used to go to sleep and wake to the sound of birdsong. Now I wake at 7am (and sometimes at 4am) and I cannot return to sleep due to the colossal sound of plane engines overhead. There is no going back to sleep. There is no lie in. There is no birdsong. I cannot sit in my garden and enjoy a conversation. I have to go inside to speak on the phone. The house beside me is up for sale and the owners have only lived there, a year. The thought of unlimited night flights and the extension of day hours from 6am to midnight fills me with despair.

The flight paths in the 2007 planning permission are much different to the ones in use now. The daa are using the current flight paths for their "permitted" drawings instead of the permitted noise zones from the original 2007 planning permission. The daa seem to be hoping that ABP grants this on the basis of the relatively small difference between before and after with respect to night flights. If that occurs, ABP would effectively be accidentally granting retention to the current flight paths which are currently illegal. This means that the flightpaths are now a very important element of this relevant action submission and must be considered within it.

The so called "permitted" Noise zones in this submission do not match the Environmental impact for the only granted permission. The EIAR supplement 2023 within the significant additional information is prepared for the the daa and thus, is not independent of potential bias. Acceptance of the relevant action by ABP and thus retention of the flight paths would set a precedent that ABP conditions should be ignored if inconvenient.

The effects on the environment are monumental and Ireland is one of the worst countries in the world in terms of GHG emissions. Increasing aircraft activity and the byproduct of increased road traffic in the midst of a climate crisis seems counterintuitive. Dublin is top heavy as regards industrial development. Why not spread the aircraft and road traffic load and in so doing, increase the development to the regions surrounding other airports?

The daa are breaching their current planning permission and flightpaths in that they have breached the passenger cap in 2019 and will most likely do so again this year, they are consistently breaching the '65 movement cap' per night and they are not using the flightpaths used in their 2007 planning permission. There is a total democratic deficit in the daa's assumed acceptance of their illegal, unauthorized flightpaths.

An oral hearing is absolutely necessary given the gravity of the situation.