

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated received 01/12/2023  
from Ronan Keegan 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

Pat B

EO

Date

07/12/2023

Signed

SEO/SAO

Date

 M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002788

### Online Observation Details

Contact Name  
Ronan Keegan

Lodgement Date  
01/12/2023 14:32:59

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Ronan Keegan

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

*Pat B.*

EO

Date

07/12/2023

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068477-23

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\_3OIXm3B1CW0EN5FC1EQYpdq1

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

Dear ABP

Name

Ronan Keegan

23 the Briars

Baltrasna Park

Ashbourne

Co Meath

I am one of over 30,000 people who are now living under an illegal flightpath since the opening of the North Runway. The 2007 planning condition documentation includes flightpath assumptions which many

People have built their lives around . The flightpaths in the 2007 planning permission are much different to the ones in use today and since it opened.

The noise from the current flight paths is intolerable. These flightpaths must be changed back to what was proposed in 2007 . No further changes can be considered until this crucial issue is addressed first.

There is a major health risk to tens of thousands of people due to excessive aircraft noise.

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

:Straight out flightpaths will largely improve the noise issue.

:Flightpaths in use bear no resemblance to what was approved in 2007 planning and people have built their lives around that.

:Well documented negative health effects and illness which can be attributed to excessive aircraft noise.

:Extending day hours for residents is only going to cause more noisy exposure it doesn't make any sense given how serious the current noise situation is.

:Unlimited night flights using a pure noise Quota system is only going to cause more disturbances for residents. Night flights should be banned as is the case in many major airports.

:Flight path changes : the proposed changes are "based on actual routes flown". the applicants are basing their plans on an assumed acceptance of the illegal, unauthorized flightpaths. There is a total democratic deficit in asserting their assumption

.Local residents are being seriously harmed by these flights yet despite this the applicant is assuming their current flight paths are a basis for modeling their future routes. The IAA this share liability for the deleterious health effects on Final and Meath Residents. Minutes of those meetings should be made available in the interests of due diligence transparency and corporate accountability.

:FCE 2007 planning stipulations have been absolutely flouted. There is a raw arrogance in this assertion. It flies in the face of WHO and all academic research on harm done by air traffic. How safe is it for stakeholders in this matter to not accept the reality of harms done by these unauthorized flight paths.

:The EIAR supplement 2023 within the significant information is prepared for the DAA and thus , is not independent of potential bias. Again their report is based on the illegal flightpaths from the NR. The authorized flightpaths as per 2007 planning permission have been ignored. Thus their future projections are not valid