

S.37

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 13/12/2023
from Gionluca Micalella 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

Pot B

EO

Date

20/12/2027

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

LDG-068740-23

An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference
NPA-OBS-002933

Online Observation Details

Contact Name
Gianluca MicaellaLodgement Date
13/12/2023 21:43:52Case Number / Description
314485

Payment Details

Payment Method
Online PaymentCardholder Name
Gianluca MicaellaPayment Amount
€50.00

Processing Section

S.131 Consideration Required

☒

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

EO

Date

20/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

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_3ON0DcB1CW0EN5FC1afs jq88

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

ABP Ref 314485- Fingal ref F20A/0668

To whom it may concern,

I am writing to express opposition to the Planning Appeal that alter the aircraft noise regulations at Dublin Airport () due to the negative impact it will have on the residents in Dublin North (especially D15, adjacent areas to the airport: Tyrrelstown, Hollystown, Hollywoodrath, St. Margaret's etc).

Observations follow below:

1. The Dublin Airport Authority (DAA) want to use the North Runway for an additional 2 hours during night time, (23:00-24:00 and 06:00-07:00). This amends Condition 3(d) of planning. Note: The Inspector recommended to refuse permission, and only with the addition of Conditions 3(d) and 5 did ABP approve the North Runway's planning.
2. The DAA want to get rid of the 65 flights nighttime restriction (Condition 5) and replace it with a Noise Quota System (NQS) which might facilitate unlimited flights on the South Runway impacting residents in Dublin West.
3. There is no consideration of health costs or Green House Gas (GHG) emissions. Aviation fuel is not taxed, while citizens have been recently imposed more and more carbon taxes.
4. the notice contravenes Project Ireland 2040 and balanced regional development.
5. Fingal County Council has issued enforcement proceedings against the DAA over the 65 nighttime flight breach, but now, it seems this limit will be superseded.
6. The DAA breached the 32 million passenger cap in 2019 and are on course to breach it again this year (again: common citizens gets fines and to obey rules....larger companies and lobbies not..)
7. The DAA failed the Noise Abatement Objective (NAO) in 2022 as more people were exposed to >55dB Night than in 2019.
8. Revised Environmental Impact Assessment Report (EIAR) based on new flight paths will result in:
 - a. 326k people above the WHO 45dB Lden limit
 - b. 168k people above the WHO 40dB Night limit
 - c. 23,844 people Highly Sleep Disturbed
 - d. 53,854 people Highly Annoyed

- e. 9,380 people are significantly adversely affected, 553 very significantly affected and 176 profoundly affected at night
- f. 6,805 more people subjected to > 50 N60 noise events compared to 2025 permitted

9. Significant increase in GHG emissions will result from this Plan.
10. The DAA promised the local communities in their published Dublin Airport Management Plan dated May 2018 at section 5.3 ENGAGEMENT that they "are committed to engaging with the local Community in order to inform and discuss developments relevant to the airport: this never happened.
11. We note that the proposed noise criteria is to be compared to the 2019 noise levels at the Airport. Residents have already informed DAA and Fingal County Council that the Noise levels reached in 2019 are severe and intolerable particularly at night.
12. When permission was granted for the North Runway the flight paths were straight out. In this proposal they are divergent and as a result the noise contours affect new developments and houses.
13. The World Health Organisation recommend that night noise levels should not exceed 40dB Lnight. DAA have totally ignored this health warning and therefore their proposals should not be accepted as they put people's health at risk over a long period of time.
14. ANCA have sought no medical expertise in their judgement and have failed to factor in the health impacts on residents in their cost analysis.
15. In the U.K. the airports not only have far lower Noise Quotas, but they also have a limit on the number of flights at night.

[Heathrow: A limit of 5,800 night-time take-offs and landings a year are permitted outside these hours. A night quota system is also in place, which caps the amount of noise the airport can make at night].

<https://simpleflying.com/london-heathrow-airport-airport-curfews-guide/#:text=There%20is%20no%20formal%20ban%20on%20night%20flight,defin ed%20as%20the%20hours%20between%2023%3A30%20an d%2006%3A00%29.>

Best regards

Gianluca Micaella

30, Hollystown park D15