

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 12/12/2023
from John Lynch 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

19/12/2023

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-002893

LDG-068 690-23

Online Observation Details

Contact Name
John Lynch

Lodgement Date
12/12/2023 15:47:36

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
John Lynch

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Pat B

EO

Date

19/12/2023

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_30MYBIB1CW0EN5FC0pjiBXCd

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

56 Clonkeen,
Ratoath,
Co. Meath

12 December 2023.

An Bord Pleanála,

Appeal against Dublin Airport late night usage and noise nuisance.
Ref Case no. : 314485

Dear Sir/Madam,

I have lived at the above address for nearly 30 years. Until recently there have been few take off flights over my house and aircraft noise was not a problem.

However, in recent times I have noticed a remarkable increase in the number of flights, the frequency of these flights and the increased number of night time flights. These are a cause of serious nuisance to me personally and has affected my health directly.

I grew up living on Collins Avenue, Whitehall, Dublin 9. I lived there for 28 years. It's a very busy road but you quickly become acclimatised to the noise. I always slept well and rarely even noticed the traffic – even ambulances. But the noise of aircraft is quite different. Instead of a steady drone of street traffic there are regular quiet periods followed by the roar of jet engines. With a frequency of about 90 seconds from 6 a.m. The sound profile of jet noise seems much different to me than other noises. It has a deep bass component and is very energetic (you can feel the vibration of their passing). I have an app on my phone and it has registered 65 decibels in my bedroom. Long haul jets seem the worst. According to Flight Radar 24 these are passing directly over my house at about 4,000 feet. The racket from them always wakes me. This summer my sleep has been particularly disrupted. I have high blood pressure but it has always been controlled. In September I woke one morning feeling very dizzy. I attended Beaumont ED and they measured my blood pressure as 226/118. This was shocking and very dangerous. I now have to take much stronger medication and I fully lay the blame for this on the pattern of disrupted sleep caused by these jets.

The routing of the aircraft seems to have changed and I believe is in contravention of the permission originally granted. The new runway was designed in accordance with the original permission to fly and all planning in the greater surrounding area was informed by this. There is an established flight route for aircraft and it worked well for most people in that it did not cross large conurbations. If I look at Flight Radar 24 the flights now make a bee line for Ratoath and only perform their turn past the beacon. Some 12,000 people live here. I do not understand why this should be the case. Other routes are possible including performing the turn 2 miles before Ratoath which would be over open countryside. I believe other options also exist but that Fingal County Council have not given them sufficient consideration. I believe An Bord Pleanála must arm itself with independent expertise in this area before it can come any decision. The Bord must be seen to be acting independently otherwise the Bord is undermining its authority.

I have observed aircraft take offs from the new runway. Again using Flight Radar 24 I have seen aircraft making quite severe turns at 400 feet. My understanding is that the international aviation standard is that a minimum height of 1,000 feet must be attained before executing a turn. I

also believe a turn at 400 feet can only be made in an emergency. I do not believe any emergencies were declared for the flights I observed as the flights continued on. Most aircraft then do a correcting turn to align them with Ratoath. These turns are a serious safety concern. Any turn reduces lift on the wing. This means it takes longer for the aircraft to gain height. Height is of primary concern at take off. Achieving good height quickly is an important safety issue. When the original heading (straight out) was in use this was not an issue. In particular I would have concerns about large aircraft on long haul. These are heavy with fuel and can only climb slowly compared to smaller 737 aircraft.

In addition, there is the issue of pollution. Due to lack of height and the fact that engines at take off are at maximums, the emissions are very high in volume while also being very close to civilian populations. I suspect air quality has suffered in Ratoath and certainly using my asthma as a guide I have noticed a deterioration in the quality of the air.

I believe the current issues are the manifest decisions of a certain billionaire in Mullingar. I would point out that while having a well regulated airport might cause this individual a miniscule drop in profits I understand that other major capital airports are able to operate without issue with restrictions on night flights and noise in place. I do not see the ability to fly at all hours to be anything remotely resembling a national economic priority. Instead it looks to me like greed. Indeed, I suspect the fine gentleman from Mullingar has deceived himself about the fuel savings he thinks he is making by cutting corners. The longer he delays reaching operational altitude the more fuel he burns. At best I suspect the gains are marginal. So why do it ?

In summary, I object to the changes in the flight patterns on noise, personal medical impact, sleep deprivation, enjoyment of my property, pollution, breach of planning conditions, upset of planning of the greater locality and public safety grounds.

Respectfully

John Lynch