

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Teresa O'Dowd*

Email Address 

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 23:48
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Hi

I would like to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65.

As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths.

If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023. Enforcement Investigations by Fingal County Council Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations.

These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme.

The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises? It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely
Terry Quinlan

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Mirella & Vincent Clarke*

Email Address



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2.

Wednesday 20 September 2023.

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear Sir or Madam,

I wish to take the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10-minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the DAA are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. DAA continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

1.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the DAA in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises? Please confirm in writing your provisions.

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours sincerely

Theresa McGuinness. 



[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 18:07
To: Consultation
Subject: Commission for Aviation Regulation 3rd Floor

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation 3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023
RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

To whom it may concern

I want the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

I await your reply.

Many thanks

Vicky Mcgauley

[Redacted signature block]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 11:50
To: Consultation
Subject: RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is

seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name Willaim Dempsey

General Submission Summer 2024 Coordination Parameters at Dublin Airport



Photo by Ross Parmlly on Unsplash

Submission by:



Subrina Joyce-Kemper

Date of Submission : 21st September 2023

Submission

1. Planning Condition Issues

- 1.1 Sabrina Joyce-Kemper has been a resident of Portmarnock for over twenty years and has actively made submissions on planning permissions, plans, policy and programs in relation to Dublin Airport. She makes this submission for a number of members of her local community and for herself and her family.
- 1.2 This draft decision has shown that the coordination committee have again actively, intentionally and with full knowledge of their legal obligations, decided to potentially breach planning and environmental regulations in relation to the operating conditions, attached to the grant of planning permission for the North Runway. They have done so after full discussions and risk assessments, when deciding previous co-ordination parameters for Summer 2023 and Winter 2023 slots, decisions which have been carried forward into this draft decision. These conditions are:
- 1.3 **3(d) of the North Runway Planning Permission** (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following:
- 3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.'*
- 1.4 **Condition no. 5 of the North Runway Planning Permission** (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows:
- On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'*
- 1.5 The net effect of the proposed decision, encompassing previous decisions (S23/ W23) is, if implemented, it would continue to be an intentional potential breach of the planning permission operating conditions. This fact, that the committee and the IAA may have acted with intent to breach Planning conditions, will not sit well with the Courts when enforcement case is at hearing stage. The Courts expect parties to have "clean hands" / not to have partaken in

unfair conduct. Actively assessing the risk of adhering to planning conditions 3(b) and 5, when deciding the S23 slot parameters and voting to potentially breach them anyway in favour of economic market concerns, then carrying those decisions through to W23 and this decision S23 raises the legal violation of “the clean hands doctrine”.

1.6 The representatives that make up the Committee must be aware that they have a fiduciary duty to not act in a manner that may put their company legally at risk. This may include intentionally potentially breaching Planning and Development regulations at national and EU level. As such I ask that the committee comply with the operating conditions of the planning permission at the time of making the decision (as is required by law). If An Bord Pleanála uphold Fingal County Council decision in relation to the relevant action amending the permission then the potentially illegal slots can be re-instated. I note at this time that Aer Lingus did advocate for compliance with conditions during the S23 discussions, and I commend them for that.

1.7 Section 6.2.2. of the Worldwide Airport Slot Guidelines (WASG)¹ states;

6.2.2 The coordination parameters represent the maximum capacity available for allocation considering the **functional limitations** at the airport such as runway, apron, terminal, airspace, and **environmental restrictions** (emphasis added)

In the document the co-ordination parameters are described as follows:

Coordination Parameters: the maximum capacity available for allocation at an airport considering the functional limitations at the airport such as runway, apron, terminal, airspace, and environmental restrictions declared by the airport or **other competent body**. (emphasis in bold added)

1.8 The industry guidelines therefore state that the parameters considered must be within the constraints to capacity and include limitations and restrictions declared by any other competent body, in this case the local authority and an Bord Pleanála. The parameters considered are not within the remit of the committee to consider as they exclude the restrictions imposed on them by a planning competent authority. Therefore the planning conditions must be factored into the capacity parameters to comply with guidelines.

2. Competition Law.

2.1 As a member state of the EU, Ireland and its competent authorities required to comply with EU law particularly in relation to the single market. In order to ensure a level playing field, the legislation on State aid (Article 107 and 108 of the Treaty on the Functioning of the European Union (TFEU)) and competition (Articles 101 to 109 TFEU — mergers, alliances, price-fixing, etc.) applies to the air transport sector.

2.2 EU rules ensure that all carriers, European and non-European, are granted the same rights and same opportunities to access air-transport-related services. This may not, however, be the case in some third countries where discriminatory practices and subsidies may give unfair

1 <https://www.iata.org/contentassets/4ede2aabfcc14a55919e468054d714fe/wasg-edition-2-english-version.pdf>

competitive advantages to air carriers from those third countries. Competition law is in place in order to regulate anti competitive conduct within the single market.

- 2.2 By unilaterally voting to potentially breach planning and environmental regulations that apply to all member states equally, the committee and by extension the IAA if they adopt the decision, may be seen to be breaching EU internal market competition law. Other airports in EU member states must comply with regulations and the terms of their planning permission and operating licenses. In Dublin Airport by refusing to apply the same rules that other Airports in EU member states must adhere to they could be gaining an unfair advantage in enticing airlines to use Dublin Airport. For this reason the decision must comply with the planning conditions, as implemented under EU planning and environmental law.

3. State Aid Issues

- 3.1 DAA are a semi state company (albeit commercial), but have recently received substantial state aid and subsidies from the state particularly during and after the covid restrictions had an economic impact on the airport. Recent judgments from the European Courts in Luxembourg have confirmed that the construction and operation of an airport may constitute an economic activity, which are subject to the TFEU rules on State aid.
- 3.2 As a semi-state body if the IAA allow or facilitate the Committee to make a decision that may be in breach of Planning and Environmental law and may be in breach of competition law, and subsequently adopt that decision, allowing the DAA (another semi state body) and the airlines to benefit economically from non compliance with an EU regulatory regime, could this be seen as giving state aid to the airport? And is the form of state aid illegal under the TFEU?
- 3.3 We know that the airport was given tens of millions in State aid under the COVID 19 Temporary Framework and may have benefited from state aid via the adoption of co-ordination slots that may have breached planning and environmental law. But there are conditional provisions placed on State aid by the EU. While the focus of State aid control is the protection of the internal market against distortions of competition, as a general matter of coherence within the EU legal order, the Commission must also ensure that State aid is not contrary to other provisions of EU law, including EU environmental law. In a nutshell to receive State aid the DAA must be in compliance with EU legislation/ regulations.
- 3.4 The DAA operations at Dublin Airport may have been in breach of the Environmental and Planning regulations that govern the planning conditions, since the opening of the North Runway in 2022. Also based on the discussion in S23/ W23 and S24 draft decision(s), those breaches appear to have been intentional, this therefore may trigger a claw back on previous subsidies or a ban on any future state aid or subsidies while the Airport is in non compliance with its planning conditions, under EU State Aid rules. Something the Committee need to consider.

Conclusion.

I ask that the committee and the IAA ensure that the Summer slot co-ordination parameters 2024 comply with the planning conditions referred to in section 1 at the time of making the decision. I also ask that the Committee and IAA consider revisiting its decision in W23 in light of the serious issues of compliance with EU and National legislation and taking into consideration fiduciary duty of committee members to their company's and to the public in terms of complying with those same laws. I also ask that the committee be cognisant of the associated offenses under the Planning and Development act of breaching planning conditions.

In essence I and the communities I represent are asking the committee and the IAA to comply with the law.

Yours sincerely

Sabrina Joyce-Kemper & Family.

Commission for Aviation Regulation

3rd Floor

6 Farlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

32m Passenger Cap:

As part of the planning conditions for Terminal 2 at Dublin Airport, a limit of 32m passengers was imposed by An Bord Pleanála (PL06F.220670), by way of **Condition 3**.

In 2019, Dublin Airport handled 32.9m passengers. This breach of planning permission was facilitated by CAR for making too many slots available in their determinations. It is imperative that CAR do not repeat this same mistake and facilitate another breach of planning. It is noted that the first six months of 2023 are ahead in passenger numbers compared to the equivalent six months in 2019. Therefore, the breach in passenger numbers will most probably be reached very soon for 2023 and would be open to enforcement proceedings and potential shutdown of the airport. **The means to alleviate this breach is for CAR not to provide slots exceeding the capability to handle more than 32m passengers.**

Condition 5:

It is noted that condition 5 is referenced in the draft decision within a number of sections.

Section 3.34 to 3.37 in your draft decision is set out below. In light of the points you have referenced in relation to condition 5, continuing with a schedule for S24 that will continue to exceed passenger caps and nighttime flight numbers is in no way prudent.

Section 3.34

In light of the Enforcement Notice, we note that the airline members of the Coordination Committee supported the T-coding of any new slots/re-times within the hours 2200z to 0600z, with Dublin Airport and Air Nav Ireland abstaining. We have previously considered that approach and do not believe it is appropriate for S24. We propose to continue taking the approach that we have taken in the last number of seasons, in essentially freezing the approach to night capacity as described above. We consider that it is appropriate to

do so pending a determination of the above proceedings or their being overtaken by events, such as, as a result of a decision from An Bord Pleanála on the appeal of the decision of Fingal County Council to revoke Condition 5 and replace it with an alternative Operating Restriction in the form of an annual Noise Quota Count. We do not intend to provide for T-coding in the S24 capacity declaration because:

- It would be inconsistent with the approach taken in S23 and W23. The issuing of an Enforcement Notice and the subsequent leave granted to daa to apply for judicial review of the Enforcement Notice does not change the underlying situation with respect to Condition 5, and has not provided any further evidence or clarity as to the nature of the constraining factor, if any, represented by Condition 5. In fact, it further evidences the uncertainty and disagreement over this issue, which we noted and anticipated at the time of previous decisions and which has now crystallised.

- It would require or imply taking a view, at least in part, on the enforceability and proper interpretation of C5; for example, whether T-coding should be applied only within the 92-day modelling period referenced in Condition 5, Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport 15 or more broadly.

- As set out in the S23 Decision, and for the reasons set out in that Decision, absent sufficiently objectively clear and cogent material and evidence suggesting otherwise, we ought to be slow to make any decision to adjust the parameters for slot allocation in a manner that would result in more restricted capacity or in decreasing the possibilities for accommodating air traffic.

- In the event of a necessity to reduce operations during S24 on the basis of any operable information concerning Condition 5, it is likely that a supplementary declaration and/or alternative solution would be required in any case. In circumstances where, for example, there are approximately 110 historic slot entitlements over the 92 day modelling period, it is very unlikely that any interpretation of Condition 5 would coincidentally require the non-allocation of any new or re-timed slots, but be permissive of all historic.

- If this approach were to be taken, we do not see why it would be limited only to new slot allocations.

Section 3.35

"In summary, in order to reflect it in a capacity declaration, we would first need a decision on what precisely the condition lawfully requires and when precisely it requires it. Any other approach risks pre-emptively giving particular weight to a constraint by taking a view of its meaning and effect in particular circumstances, where that might differ from that ultimately deemed to be represented by the condition, or giving particular weight to a constraint which might be deemed unenforceable or to not fall to be enforced in S24.

Section 3.36

Thus, we propose to continue the approach taken in the above decisions. We do so while again highlighting that it is important for stakeholders to be aware that it is possible that Condition 5 might be determined to be enforceable and to full to be enforced in the S24 scheduling season, and in a manner which requires a reduction in operations in S24. Such a scenario might lead to a requirement to amend the capacity declaration, and/or a result that air carriers may not be able to use certain allocated slots for the reason contemplated at Article 10.4(b) of the Slot Regulation, namely 'interruption of air services due to action intended to affect these services which makes it practically and/or technically impossible for the air carrier to carry out operations as planned'.

Section 3.37

Thus, consistent with each capacity declaration since S22, no changes are made to the R60 limits in the night hours which were in place prior to completion of the North Runway. This again means that no dual runway capacity has been added between 2300 and 0700 local, meaning that the North Runway cannot lead to more flights in this period than were previously possible under the single Runway 28 based declaration."

The CAR have relied on advice from Egis consultants. Their task description is as follows and does not take into account existing planning operating restrictions.

"The purpose of this comparison is to assess the likely effect of either:

- declaring an increased runway capacity, as per the Dublin Airport Wishlist proposal, or
- maintaining the Summer 2023 capacity declaration limits.

The Summer 2024 schedule was designed based on expected S24 demand but also to test the proposed R60 capacity increases. In both cases it is presumed that the Summer 2024 schedule of increased demand materialises as expected."

The risks are very clear yet CAR have interpreted Condition 5 as effectively non-existent in terms of the Summer 24 schedule. What knowledge does CAR have on Condition 5 that is contrary to the daa? If the CAR's interpretation is correct and the 65 flight limit does not apply, why then are the daa applying for planning permission to remove them and why did the Government specifically legislate to amend and revoke these operating restrictions in the Aircraft Noise Bill?

Health Implications:

What evaluation of the health implications for residents has been undertaken by CAR on its decisions for Winter 2023 and draft decision for Summer 2024?

I refer to a HSE submission to the ANCA public consultation -

<https://consult.fingal.ie/en/system/files/materials/15666/23216/Environmental%20Health%20Submission%20Feb%202022.pdf>. In this submission the HSE state:

"As the existing Planning Conditions are in place to protect public health, it is important that the reasons for a change in this protection are clearly stated".

The HSE also state that:

"The Conditions 3(d) and 5 were put in place to protect public health so if the planning authority are going to increase the hours of operation they must ensure all who are significantly impacted have the opportunity of mitigation".

The HSE clearly state that Conditions 3(d) and 5 were put in place to protect Public Health. It is not for CAR to decide how to interpret these conditions in relation to Public Health. CAR does not have the expertise nor the legal remit to interpret these conditions. This is for the planning authority and ANCA.

I refer to a health webinar (<https://vimeo.com/681045151>) by Professor Munzel from Germany, who is a leading Cardiologist and expert on the effects of aircraft noise on the cardiovascular system. In the webinar Professor Munzel outlines the health implications of night-time aircraft noise and concludes that all night time flights should be stopped.

Will CAR take responsibility for the health impact of local residents for its decision to allow more than 65 flights at night at Dublin Airport?

It is also worth highlighting (yet again) that planning enforcement investigations are ongoing by Fingal County Council in relation to a number of planning conditions with the North Runway's planning and therefore CAR's decision for Winter 2023 and Summer 2024 are premature pending the outcome of these investigations.

What is CAR going to do if the Planning Authority rule against the daa and force the daa to restrict operations to 65 flights at night?

What are the legal implications for CAR for such an outcome?

The prudent decision is to adhere strictly to 65 flights at night until all investigations are concluded. CAR could also be in a legal bind if a legal challenge is brought against the daa for their illegal activity. The daa currently refer to CAR's decision for justifying their non-adherence to Condition 5 and therefore CAR could be adjudged to be legally responsible for misinterpreting.

The CAR cannot use the threat of legal action by airlines and cargo companies as a reason for not upholding the planning laws. Also CAR should be questioning the daa if they did not perform their duty under SI No. 645 of 2003 and inform interested parties and the IAA of the Operating Restrictions attached to the North Runway's planning permission. Also CAR should be following up with the IAA to see if they have informed the Minister, EU Commission and other Member States.

The North Runway opened on the 24th of August 2022. The 65-flight limit should have been applied straight away and maintained until such time as the planning authority amended the condition. Local residents will robustly defend Condition 5 and any further misinterpretations by the CAR.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that **schedules and corresponding capacity limits** would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Alan Lynch (Kilsallaghan, Co. Dublin)

Email Address

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 16:51
To: [REDACTED]
Subject: FW: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Am just checking that you got these ones too, as he didn't include you

From: [REDACTED]
Sent: Wednesday, September 20, 2023 11:48 AM
To: [REDACTED]
Subject: FW: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

From: [REDACTED]
Sent: 19 September 2023 20:04
To: Consultation <Consultation@IAA.ie>
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear Sirs,

I wish to make the following submission.

As set out in previous declaration decisions in recent years you have constantly ignored the fact that the grant of planning permission for the North runway clearly stated at condition 5 that flights at night time are to be restricted to 65 flights when the North runway becomes operational, and as submitted by Aer Rianta to An Bord Pleanála during the planning process. This planning decision was granted in 2007 which is now 16 years on.

At section 3.28 of your Draft Decision you refer to Operating Restrictions within the meaning of Regulation 598/2014 and what ought to be done under that legislation. That legislation does not have the power to amend a grant of planning permission and its conditions which relate to an Environmental Impact Assessment carried out and presented during the planning process for the DEVELOPMENT of the North Runway, unless a revised planning permission has been granted that revises the grant of permission and its conditions. The condition in fact was put into the planning condition as a measure to protect the health and safety of the communities surrounding the airport.

I note that the IAA have taken the view that despite the clear interpretation of condition 5 of the grant of planning that they "would first need a decision on what precisely condition lawfully requires and when it precisely requires it" and because the DAA have obtained a stay on Fingal County Council's enforcement notice consider this to be "our previous assessment that there would likely be uncertainty/disagreement as to whether C5 was capable of lawful enforcement and even if so, as to the precise nature of the Operating Restriction it might represent, has transpired to be accurate and has now crystallized into above proceedings" and on that basis IAA are proceeding with increasing slots for night flights way beyond 65 flights per night for the Summer 2024 period.

Since August 2022 the airport has been operating with in excess of 65 flights per night contrary to condition 5 of the planning permission and as a result have caused harm and damage to the communities surrounding the airport.

Recently press releases have suggested that if the 65 night flights condition mis enforced that airlines will take legal action as to the rights to fly at night and the fact that they have been allocated slots to do so. I want to point out that if this is factual and the night flight condition is enforced then the IAA should take full responsibility for this predicament in allocating these slots. Both DAA and IAA have known about condition 5 for 13 years and have done nothing until the eleventh hour to make any effort to clarify the situation which on the face of it is complete incompetence. An Bord Pleanala are adjudicating on the Relevant Action submitted by DAA in December 2020 and had to wait till last week to receive vital information on the application from DAA and then DAA somehow blame ABP on the delay in dealing with the application.

I submit that the slot allocation be restricted to the 65 night time limit as per the granted planning approval .

Regards



BARSE D. SAFFRON
Director A Group Chairman
[Redacted]
[Redacted]



URBAN | 10-20 Dune Street, Dublin 1, Co. Dublin, Ireland | T: +353 (0) 1 4608661 | E: info@urbancommunity.ie
LONDON | 100 Broad Street, London, EC2Y 9AD, UK | T: +44 (0) 207 070 3000 | E: info@urbancommunity.ie
DUBLIN | 45 O'Connell Street, Dublin, Co. Dublin, Ireland | T: +353 (0) 1 4608661 | E: info@urbancommunity.ie

It may suit our Team to send emails at various times of day but we do not expect a response or action outside of normal working hours.

PRIVATE - CONFIDENTIAL AND PRIVILEGED COMMUNICATION This e-mail and any files transmitted with it are confidential and/or privileged. They are intended solely for the use of the intended recipient. The content of this e-mail and any files transmitted with it may have been changed or altered without the consent of the author. If you are not the intended recipient we note that any review, dissemination, disclosure, alteration, printing, copying or transmission of this e-mail and any files transmitted with it is prohibited and may be unlawful. If you have received this e-mail and any file transmitted with it in error, notify us at [Redacted] [Redacted]. Our latest data protection policy is available [HERE](#)

Cyber Crime Alert: Please do not reply to emails sent to or received from this office detailing bank account or other payment details without direct verbal confirmation from ourselves. We accept no responsibility for funds being sent to the wrong account, should you make a payment in reliance on such an email.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 20 September 2023 16:52
To: [REDACTED]
Subject: FW: Submission on Summer 24 Slot Allocation

From: [REDACTED]
Sent: Wednesday, September 20, 2023 11:48 AM
To: [REDACTED]
Subject: FW: Submission on Summer 24 Slot Allocation

From: [REDACTED]
Sent: 19 September 2023 22:57
To: [REDACTED]
Subject: Submission on Summer 24 Slot Allocation

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear Sirs,

I wish to make the following submission.

As set out in previous declaration decisions in recent years you have constantly ignored the fact that the grant of planning permission for the North runway clearly stated at condition 5 that flights at night time are to be restricted to 65 flights when the North runway becomes operational, and as submitted by Aer Rianta to An Bord Pleanala during the planning process. This planning decision was granted in 2007 which is now 16 years on.

At section 3.28 of your Draft Decision you refer to Operating Restrictions within the meaning of Regulation 598/2014 and what ought to be done under that legislation. A planning application with a full grant of permission is required to amend and such conditions. No such permission has been fully granted to date.

I note that the IAA have taken the view that despite the clear interpretation of condition 5 of the grant of planning that they "would first need a decision on what precisely condition lawfully requires and when it precisely requires it" and because the DAA have obtained a stay on Fingal County Councils enforcement notice consider this to be "our previous assessment that there would likely be uncertainty/disagreement as to whether C5 was capable of lawfull enforcement and even if so, as to the precise nature of the Operating Restriction it might represent, has transpired to be accurate and has now crystallized into above proceedings" and on that basis IAA are proceeding with increasing slots for night flights way beyond 65 flights per night for the Summer 2024 period.

Since August 2022 the airport has been operating with in excess of 65 flights per night contrary to condition 5 of the planning permission and as a result have caused harm and damage to the communities surrounding the airport.

Recently press releases have suggested that if the 65 night flights condition is enforced that airlines will take legal action as to the rights to fly at night and the fact that they have been allocated slots to do so. I want to point out that if this is factual and the night flight condition is enforced then the IAA should take full responsibility for this predicament in allocating these slots. Both DAA and IAA have known about condition 5 for 13 years and have done nothing until the eleventh hour to make any effort to clarify the situation which on the face of it is complete incompetence. An Bord Pleanála are adjudicating on the Relevant Action submitted by DAA in December 2020 and had to wait till last week to receive vital information on the application from DAA and then DAA somehow blame ABP on the delay in dealing with the application.

I submit that the slot allocation be restricted to the 65 night time limit as per the granted planning approval. This is as per "Article 6(1) Slot Regulation (EC) 95/93 as amended:

At a coordinated airport the Member State responsible shall ensure the determination of the parameters for slot allocation twice yearly, while taking account of all relevant technical, operational and environmental constraints as well as any changes thereto."

Regards

A black rectangular redaction box covering the signature of the sender.

protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Burke*

Email Address 

Regards,

Brendan Burke.

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 18:11
To: Consultation
Subject: RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely *C. Brennan*

Name **C. Brennan**

Email Address 

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 18:56
To: Consultation
Subject: Fwd:

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

----- Forwarded message -----

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.

- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Christopher Ratcliffe

[Redacted signature]

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

A.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Claire Smith*

Email Address 

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 22:10
To: Consultation
Subject: Fwd: submission

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation
3rd Floor
[6 Earlsfort Terrace](#)
[Dublin 2](#)
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Colm
Ratcliffe.



Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 18:12
To: Consultation
Subject: Fwd: Commission for Aviation Regulation 3rd Floor

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

- >
- > Commission for Aviation Regulation 3rd Floor
- > 6 Earlsfort Terrace
- > Dublin 2
- > 20 September 2023
- > RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin
- > Airport
- >
- > Dear sirs
- >
- > I would like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.
- > The executive summary recommends the following changes:
 - > • Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
 - > • Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
 - > • Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.
- > The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.
- > The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.
- > People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.
- > The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.
- > Enforcement Investigations by Fingal County Council Hundreds of
- > warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.
- > What plans and provisions have the CAR in place if such a situation arises?

> It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

> The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

> I await your reply.

> Many thanks

>

> David Geoghegan

> [Redacted]

>

>

>

Ballyboughal Community Council
C/O David Walton
Spokesperson for Aircraft Noise Pollution
Crannog,
Ballyboughal, Co. Dublin
A41VA06
20th September 2023

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of

planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

I wish to submit these observations both as an individual and in my capacity on Ballyboughal Community Council, and the over 100 households (hundreds of residents) in the vicinity of Ballyboughal Village who have given us authorisation to complain on their behalf. In addition to the night-time flights breaches of planning, Ballyboughal continues to be overflowed directly by flightpaths which were not shown on the daa's planning permission or public consultation. By continuing to ignore the planning regulations CAR is making itself an accessory to breaches of the planning regulations and a target for future litigation.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'David Walton', written in a cursive style.

David Walton

Ballyboughal Community Council

Two thick, black horizontal bars redacting contact information, likely a phone number and an email address.

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 15:45
To: Consultation
Subject: Flight path

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023. The executive summary recommends the following changes: • Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours. • Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration. • Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23. The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court. The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. \. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted. The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023. Enforcement Investigations by Fingal County Council Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development. What plans and provisions have the CAR in place if such a situation arises? It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination. The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Deirdre McGinley

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Deirdre O'Connell*

Email Address 

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 15:20
To: Consultation
Subject: My submission on cars draft decision

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023
RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flight paths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flight paths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flight paths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition

for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours sincerely
Dermot Morris

A black rectangular redaction box covering the signature area.

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 17:22
To: Consultation

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is

seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

\.
People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

[Redacted signature block]

v.

--

Eithna Ratcliffe

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 11:10
To: Consultation
Subject: Regarding the Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,
I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation **has failed** to adequately address Condition 5 of the North Runway's planning which **limits night-time flights across the entire Airport to less than 65**. As of 11 September 2023, Fingal County Council has confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North

Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely
Georgina Gaughan



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

S. J. Fadden

Email Address

[Redacted]

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

It is clear the advanced sale of additional slots/flights is a mechanism to continue the narrative of 'having to cancel flights and disappoint consumers'. You must stop this now or any letters and warnings sent to CAR/IAA will be used to highlight in the media the incompetencies within the organisations if that situation arises again.

Yours Sincerely

Breffni Conaty



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Bernie Lawless

A black rectangular redaction box covering the signature area.

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10-minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council has confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

Planning conditions are attached for a reason to planning applications and must be upheld, one cannot pick and choose as to what one will comply with and what one won't comply with, it is a matter of Law that the conditions attached to the permission are upheld and adhered to.

You people have destroyed our daytime residential amenity that I have had and enjoyed at my home for well over 20 years, it has got so bad that every time a plane flies over we have to stop talking, we cannot enjoy our garden anymore, and now you seek to continue this at nighttime as well, our home are being destroyed by your

unlawful actions and their value has depreciated considerably.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the DAA is found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. The DAA continues to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

It is laughable that people like Michael O'Leary of Ryan Air consider that a tiny minority of people are causing these issues, there are far more people affected by these unlawful breaches of the current planning permission than the population of St Margarets Village, I wonder what Mr. O'Leary would think if the planes were flying directly over Gigginstown.

Why are you people not being proactive about this and looking at ways of reducing flights over these areas, it seems to us having to live through this unwanted intrusion into our lives that all you are trying to do is obstruct/obfuscate and not comply with the conditions of the permission as obtained, you should be looking at diversifying your operations to other airports, Dublin is not the only airport in the country.

Why are aircraft not directed to climb higher into the west before turning and fling across country and turning east, if that was done far fewer complaints would arise as the noise level would be less, if you don't put forward proposals that will work this will only end up in the courts as I for one will spend my last breath fighting this gross injustice that has been visited in me and my family.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely



[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 20:06
To: Consultation
Subject: Att: CAR Management

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Att: CAR MANAGEMENT

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

To whom it may concern,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,

Bernadette Beyer
Fingal Resident



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Bart Glover*



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

BARRIE LAW

Email Address

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 10:48
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,
Annette Cashell

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

R. H. O. Cantwell

Email Address

[REDACTED]

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

A.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 12:17
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,
Aisling

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 16:08
To: Consultation
Subject: Night time and early morning noise from planes over my house

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

To whom it concerns,

I am writing to complain about noise pollution from aircrafts flying over my house very early every morning. The noise keeps me awake.

Flights before 6am are not allowed. I am aware that only 65 flights over a monthly time frame is agreed by Fingal. My neighbours and I are keeping count and so far this month it exceeds over 100. This isn't acceptable.

We are not getting any reprieve from Air crafts flying over our house - it's 24 hours a day, seven days a week.

Regards

Terence O'Reilly [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 18:49
To: Consultation
Subject: Planes flying over my house at 4am

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

To whom it may concerns

I'm writing to express my dissatisfaction at plane's flying over my property early every morning. I live in loughshinny and 3 planes fly over every morning between 4am-5am.

These planes wake us up. This is not allowed its outside the allowed time frame fignal have set out.

Please explain why these flights continue to be allowed by Dublin airport with no consideration that families are sleeping at 4am and woken in the middle of the night.

I look forward to your reply.

Regards

Sandra Smith

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 17:01
To: Consultation
Subject: Summer Schedule 2024

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I refer to the draft decision regarding the above published by the CAR dated 8 Sept 2023.

I note that the Executive Summary recommends the following changes:

Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours

Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 Declaration.

Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to address adequately Condition 5 of the Planning Permission for the North Runway at Dublin Airport which limits night-time flights across the entire airport to less than 65. As of Sept 2023 Fingian County Council (FCC) has confirmed that it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft Recommendation has also failed the current enforcement investigations being undertaken by FCC into breaches of planning with the North Runway's operations with respect to flightpaths. If the DAA is held to be in breach of planning, then the North Runway may be forced to close pending a revised planning application. DAA continues to use divergent flightpaths that were not anticipated or indicated when planning permission was granted. This has created a serious noise problem for an estimated 50000 residents in the Fingal and east Meath areas.

People have taken to protest in large numbers on numerous occasions and many have now joined forces to defend robustly their environments rights and protect their health. These protests will continue until flightpaths revert to those permitted.

Enforcement by FCC

Hundreds of warning compliances have been made to DCC.

What plans has the CAR to address this situation.

I request that CAR request guidance on this matter from FCC and that the CAR ensure that DAA operate within the terms of its planning permission

Paul Mangan



Pól Ó Mongáin

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 12:58
To: Consultation
Subject: Illegal flight paths by DDA

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

I take great exception to the fact that DAA have the nerve to plan 2024 flights and flight paths knowing they are in breach of planning regulations. What chance has people like me taking on a big organisation like DAA when they obviously think they are above the law. I have resided at my current address Hilton, Wotton, The Ward for 41 yrs and since runway 2 opened we are experiencing a bombardment of planes flying every few minutes over our house. Sometimes they take an acute angle over our front lawn. They are so low and noisy that I can read what's on undercarriage of plane. My mental health and my blood pressure are an ongoing problem because of this situation. I am 70 and my husband is 78 and were looking forward to retiring as we both enjoy gardening. I can even step outside my door now with the constant noise of planes.

Noreen Smyth [REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 14:54
To: Consultation
Subject: Submission regarding draft decision by CAR for summer 2024 slot allocation

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

It is troubling at the very least that CAR has recommended this use of the runway given the fact that condition 5 of planning for the north way is currently under investigation regarding night flights and an enforcement action has been issued stating breach of this condition by Fingal County Council. Secondly the airport is going to breach its 32 million capacity this year given increased activity post covid, this slot allocation will facilitate this breach of planning. If enforcement proceedings are successful this may lead to suspension of use of the north runway therefore it is irresponsible to assign slots which very well may not exist in 2024.

CAR need to set realistic goals for slot allocation for summer 2024, as the situation which arose this summer and more likely serious consequences, ie flight cancellations will occur unless these important parameters are factored in.

Regards,

Dr Niamh Maher.
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 17:00
To: Consultation
Subject: DAA

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

I wish to make a formal response to the draft decision published by the Commission of Aviation Regulation's on the 8th of this month, September 2023 in relation to the 'Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport.' My neighbours and I are deeply unhappy with the draft decision.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours;
- Update the within-hour 10-minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration;
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The proposed schedule continues to blithely ignore existing planning permission restrictions and facilitates the DAA in continuing unlimited

night-flights – in clear contravention of Condition 5 of its planning permission.

Countless complaints have been made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These relate to Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme.

The conditions of planning for the insulation schemes are in breach due to the divergent flight paths being operated on the North Runway.

In its essence, what this amounts to is the continuing and flagrant violation by the Dublin Airport Authority of the conditions attached to their planning permission, facilitated by the abject failure of the planning authority, Fingal County Council, to effectively enforce those conditions. This may well be, in part at least, because the planning authority has a fundamental vested interest in NOT enforcing the conditions because of the fact that the Dublin Airport Authority is one of the largest contributing ratepayers to Fingal County Council in Dublin city and county.

It shows once again that power exercised by large bodies, particularly with a semi-state imprimatur, wins out relative to the attitude of officialdom to relatively powerless individuals and small businesses.

Sincerely,

Michael Keating

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 21:08
To: Consultation
Subject: 2024 proposed schedule
Attachments: Commission for Aviation Regulation response 21 September v2.pdf

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Dear Sir or Madam

Attached is my objection to your proposed schedule for 2024

I am a resident of The Ward since 1995 and I know well the acceptable level of noise that I have been experiencing up until the New Runway was opened.

At no point were we contacted or consulted in relation to the new runway.

I am sickened by the DAA (self-appointed Aviation experts!! What a sick joke that is!)

My wife is unable to get a full nights sleep and we are unable to hold a normal conversation when aircraft cross our house ...at 50-second intervals.

Maurice + Marie O'Donnell

[REDACTED]
[REDACTED]
[REDACTED]

[Redacted]

From: [Redacted]
Sent: Wednesday 20 September 2023 14:11
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear Sirs

I submit that the proposed allocation of slots over and above the 65 per night approved by An Bord Pleanála is illegal as is your Draft Decision.

Yours Sincerely

John Harris

[Redacted Signature]

Commission for Aviation Regulation

3rd Floor,

6 Earlsfort Terrace,

Dublin 2

21st September 2020

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport.

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8th September 2023.

I am a resident of Kilreesk Lane, St Margarets, and my home is most adversely affected by the Aircraft both Departing and Arriving on the North Runway,

I would urge you to reconsider your allocation of the Summer Slots for 2024 and abide by the Planning Permission Granted by An Bord Pleanála August 2007 PL 217649 which allowed for 65 movements between 11.00pm and 7.00am . I and a number of my neighbours attended the Oral Hearing both in the Gresham Hotel and at An Bord Pleanála's Office in 2006.

The Inspector Pauline Fitzpatrick ruled against the permission of the North Runway and the Bord allowed permission with 31 conditions and it is therefore imperative that CAR do not undermine the Independence of An Bord Pleanala who implemented these conditions so as to allow the residents to have an adequate night's sleep as per WHO Guidelines.

Kind Regards,

Helena Merriman

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 13:23
To: Consultation
Subject: Commission for Aviation Regulation
Attachments: Commission for Aviation Response DH-230921-130955.pdf

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

To whom it may concern,

Your proposed schedule continues to ignore existing planning permission restrictions and facilitates daa in continuing night flights in contravention of Condition 5 of their planning permission.

This has a serious impact on certain homes and should not be facilitated. You are assisting daa in breaking the law with this proposal.

Please see attached,

Regards,
Derek Hanlon

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 14:09
To: Consultation
Subject: AVIATION NOISE REGULATION
Attachments: Commission for Aviation Regulation response 21 Sep_230921_132146.pdf

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Please see the attached letter regarding the ongoing issue of aviation noise & its regulation which i wholeheartedly concur with. Take this letter as an indication that I have signed the attached letter (technology skills are not my forte). This extraordinary intrusion of health- damaging noise into my life and the life of thousands of people is infuriating. Our concerns need to be recognised & DAA must be compelled to adhere to planning regulations.

Personally, I live in a very old house (approx 200yrs) built of mud & stones and the vibrations from aircraft following unauthorised flightpaths directly overhead are causing ornaments to vibrate & move. Its a very recent phenomenon. I am deeply concerned that the vibration caused by these flights will result in damage to the structure of my house. I fear that my home will not withstand this external barrage and I will have no home. I am in my seventies and its a very disturbing & worrying prospect. Furthermore, my sleep pattern is interfered with; I have already developed tinnitus, and my cardiovascular system & cognitive wellbeing are being put at risk by this aviation noise.

This is what I am enduring. My friends living in St Margarets are enduring SO MUCH MORE!!! They have young families What are the health implications for them over their childhood? Who or what will compensate for the noise & pollution & resulting damage to their health?

PLEASE ENFORCE REGULATIONS! MAKE DAA COMPLY WITH PLANNING REGULATIONS just like every citizen in this country.

Thank you. God bless your work.

Claire O Sullivan [REDACTED]

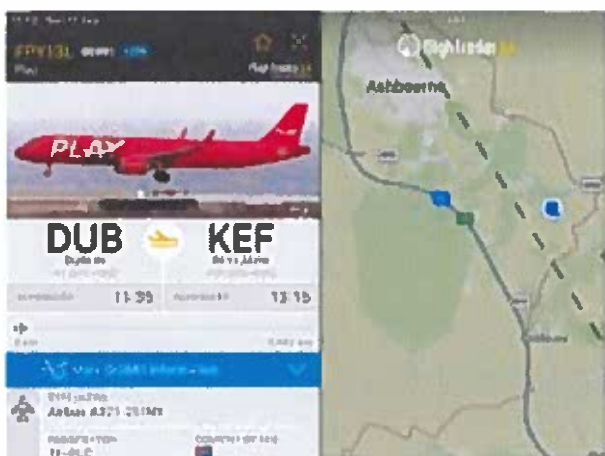
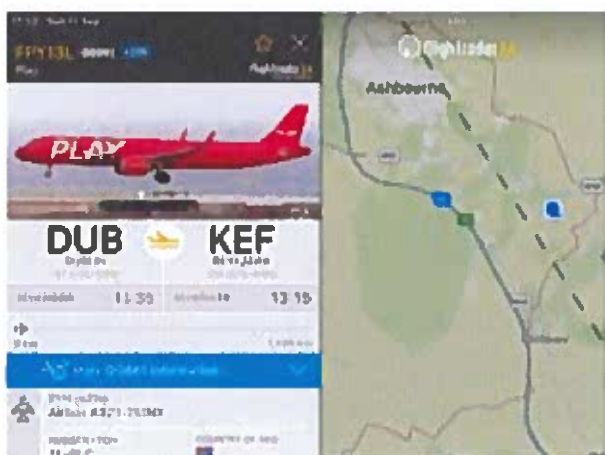
From: [REDACTED]
Sent: Wednesday 20 September 2023 18:23
To: Consultation
Subject: CARs Draft

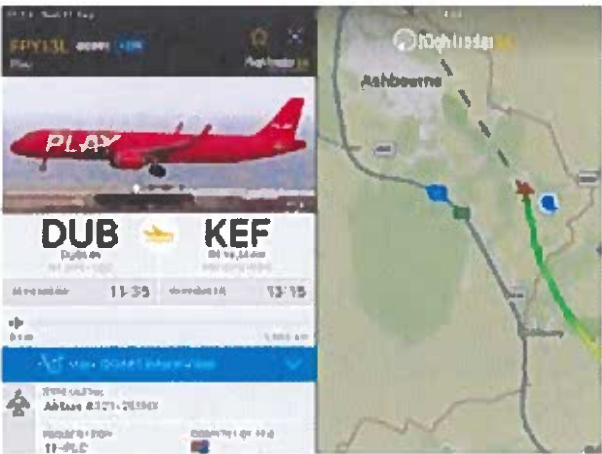
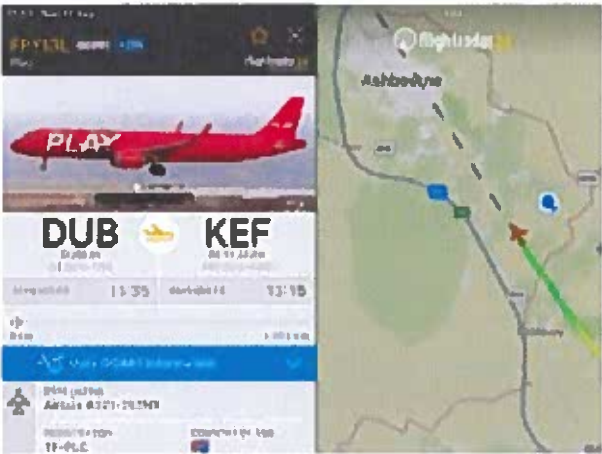
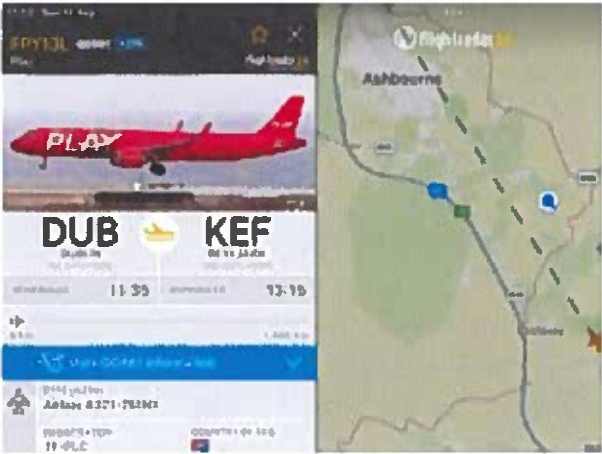
* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Hi,

Please see below the current flight paths being used for take off from the north runway as they are not complying with the conditions attached to their planning permission we have aircraft taking off over our property in Meath (The blue spot) at considerably less than the required 3000ft achieved before altering course as a result we are regularly recording reading of 80 to 90dcB. DAA claim they have been authorised by the IAA to fly those routes despite the fact they are clearly in breach of the planning permission.

I will also send you a screenshot of the flight paths that are followed when using the south runway on an inland flight.





Regards

Barrie

Sent from my iPad

[REDACTED]

The information contained in this e-mail may be confidential. It is intended only for the addressee(s) or entity as stated above. If you are not an addressee or an agent of the addressee, any use, dissemination, distribution, publication, or copying of the information contained in this e-mail or attached to it is strictly prohibited. If you have received this e-mail in error, please immediately notify us by e-mail at the sender e-mail **and delete this e-mail from your system.**

CONFIDENTIAL

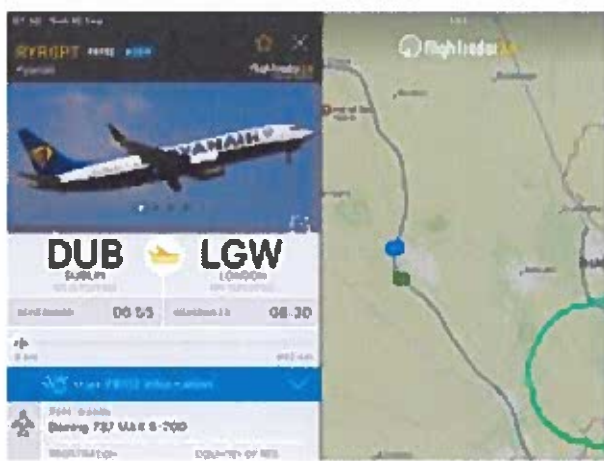
[Redacted]

From: [Redacted]
Sent: Wednesday 20 September 2023 18:26
To: Consultation
Subject: CARs Draft

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Hi

South runway flight path.



Barrie Law
[Redacted]

Sent from my iPhone

[REDACTED]

From:

Sent:

[REDACTED]
Wednesday 20 September 2023 14:05

To:

Consultation

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

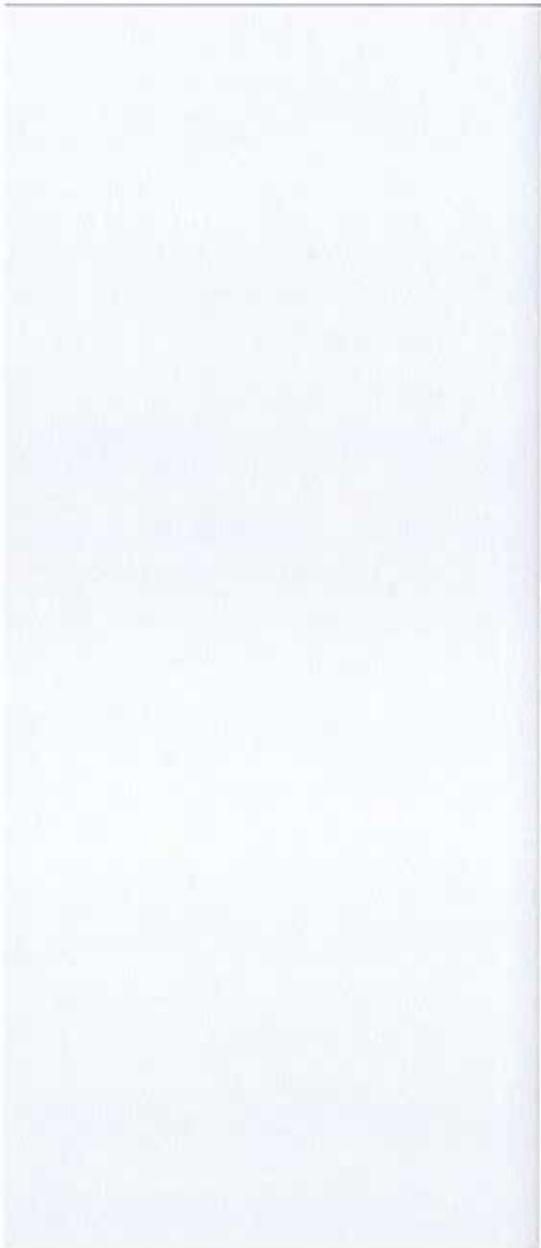
Daa keep breaking planning permission but it's ok they bring €9 billion a year who cares about a few hundred people's lives being mad a misery? We won't get away with breaking the law why should they?

Mark o Reilly

13:59



Commission for Aviation



Co
3rd
6 B
Du
20:

RE: Draft Decision on Summer 2024 Coordination

Dear CAR,

I'd like the opportunity to respond to the draft dec
8 September 2023.

The executive summary recommends the following

- Implement the 'S24 Wishlist' hourly runway cap a range of increases in the declared runway limits i
- Update the within-hour 10 minute ('R10') run runway operations, in line with the S23 declaration
- Stand counts are updated to reflect any expected S23. Otherwise, the form of this parameter is uncha

Sent from my iPhone

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

\

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Gráinne & Declan Redmond

Email Address

[REDACTED]

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Jennifer Burke*

Email Address 

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Jennifer McFadden*

Email Address 

Commission for Aviation Regulation 3rd Floor
6 Earlsfort Terrace
Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

\.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

I would strongly encourage that CAR's legal department robustly over view any forthcoming decisions in this matter and consider the potential consequences for the organisation.

Yours Sincerely

Jim Isdale

A thick, black horizontal bar used to redact the signature of Jim Isdale.

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Joseph F Hanford* [Joseph F HANFORD]

Email Address 

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the DAA are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. DAA continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely
John Chalkley



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Joseph O'Reilly



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name Kathryn Dwyer

Email Address 

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

A.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Kate Harlow*

Email Address 

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Keith Hanlon

A thick, black horizontal bar used to redact the signature of Keith Hanlon.

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 15:20
To: Consultation
Subject: RE: Draft decision on summer 2024 coordination parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- •

Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.

- •

Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.

- •

Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Leah Moran

Sent from [Outlook for Android](#)

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name



Email Address



From:
Sent:
To:
Subject:

[REDACTED]
Wednesday 20 September 2023 17:16
Consultation
Dublin Airport

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 9 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Mrs Linda Moran

Email Address

[REDACTED]

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Please see attached the signed letter from me regarding the draft decision on Summer 2024 Parameters at Dublin Airport.

Best regards

Linda Honan


Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 15:58
To: Consultation
Subject: My submission on CAR's draft decision

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023
RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flight paths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flight paths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flight paths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition

for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours sincerely
Lisa Morris

[Sent from Yahoo Mail on Android](#)

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 21:24
To: Consultation
Subject: Response to Draft Decision on Summer 2023 Coordination Parameters at Dublin Airport

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths

which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Loreto O'Byrne



Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

\.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Marise Cassidy

Email Address

[REDACTED]

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name [Matthew Walton](#)

Email Address 

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

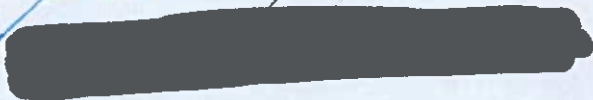
The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name



Email Address



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Michael McFadden*

Email Address 

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 19:42
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served

its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas. People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

\.
Michelle Queally

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 11:12
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport
Signed By: [REDACTED]

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,

Neil.

This electronic communication and the information and any files transmitted with it, or attached to it, are confidential and are intended solely for the use of the individual or entity to whom it is addressed and may contain information that is confidential, legally privileged, protected by privacy laws, or otherwise restricted from disclosure to anyone else. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, you are hereby notified that any use, copying, distributing, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you received this e-mail in error, please return the e-mail to the sender, delete it from your computer, and destroy any printed copy of it.

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Niall Farrell

Email Address

[Redacted]

[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 12:44
To: Consultation
Subject: CAR draft decision on Summer 2024 schedule

* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. *

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name Nick Egan



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *CONAGH TAYLOR*

Email Address 

Donegal Taylor
21/9/23

[REDACTED]

From: [REDACTED]
Sent: Thursday 21 September 2023 10:55
To: Consultation
Subject: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,

Paul Gibson

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours sincerely

PJ STONE - [REDACTED]

[REDACTED]

Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name

Email Address

Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2
20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

Despite being told for 13 years at many public consultations by the DAA that we would not be anywhere near the new North runway flight path, we find ourselves under it since August 2022. Our lives are hell for up to 16 hours per day. We don't use our garden anymore, cannot open the windows and generally go around our home with earplugs in. It is torture and what we are experiencing is totally cruel behaviour at the hands of the DAA.

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely,

Ronan Dempsey.



[REDACTED]

From: [REDACTED]
Sent: Wednesday 20 September 2023 13:13
To: Consultation
Subject: RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

*** This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. ***

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65.

As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths.

If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. DAA continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residences in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme.

The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises? It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination. The most prudent expectation is that schedules and corresponding capacity limits would at the very least be based on existing planning permission conditions rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Ronan Scott


Commission for Aviation Regulation
3rd Floor
6 Earlsfort Terrace
Dublin 2

Sean Costello



20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely



Sean Costello



Commission for Aviation Regulation

3rd Floor

6 Earlsfort Terrace

Dublin 2

20 September 2023

RE: Draft Decision on Summer 2024 Coordination Parameters at Dublin Airport

Dear CAR,

I'd like the opportunity to respond to the draft decision published by the CAR dated 8 September 2023.

The executive summary recommends the following changes:

- Implement the 'S24 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours.
- Update the within-hour 10 minute ('R10') runway limits to reflect dual parallel runway operations, in line with the S23 declaration.
- Stand counts are updated to reflect any expected changes by apron area relative to S23. Otherwise, the form of this parameter is unchanged from S23.

The draft recommendation has failed to adequately address Condition 5 of the North Runway's planning which limits night-time flights across the entire Airport to less than 65. As of 11 September 2023, Fingal County Council have confirmed it has filed and served its opposition papers and is seeking to have the proceedings transferred to the planning and environmental division of the High Court.

The draft recommendation has also failed to consider the current enforcement investigations being undertaken by Fingal County Council into breaches of planning with the North Runway's operations with respect to flightpaths. If the daa are found in breach of planning, then the North Runway could be forced to shut pending a revised planning application. daa continue to use divergent flightpaths which were not anticipated when planning permission was granted. This has created a serious noise problem for an estimated 50k residents in the Fingal and East Meath areas.

People have taken to protest in large numbers on numerous occasions and many communities have now joined forces to robustly defend their environmental rights and will not rest until flightpaths revert to those permitted.

The draft recommendation also fails to address the 32m passenger limit at Dublin Airport and CAR's actions could facilitate a breach of the 32m cap as occurred in 2019 and on course to occur again in 2023.

Enforcement Investigations by Fingal County Council

Hundreds of warning complaints have been officially made to Fingal County Council's Planning Enforcement section alleging breaches of planning with the North Runway operations. These include Condition 5 as well as the conditions for the insulation scheme of dwellings, insulation scheme of schools as well as the condition for the Voluntary Purchase scheme. The conditions of planning for the insulation schemes are alleged to be in breach due to the divergent flight paths being operated on the North Runway. Fingal County Council is continuing its investigations and could find the daa in breach of planning and pursue legal channels to stop the alleged unlawful development.

What plans and provisions have the CAR in place if such a situation arises?

It is imperative that CAR seek guidance and clarity from Fingal County Council and ANCA in order to designate the correct coordination parameters for Summer 24 and have plans in place for all eventualities, none of which are reflected (in capacity terms) within the draft determination.

The most prudent expectation is that schedules and corresponding capacity limits would at the very least be **based on existing planning permission conditions** rather than continuing to ignore these and break the law in doing so.

Yours Sincerely

Name *Tara Dwyer*

Email Address 