To the IAA:

I would like to make a personal submission on the issue of Winter slots at Dublin airport. Please bear with me as I make a few related points.

Since the North runway opened, in August 2022, the impact on North County Dublin and East Meath has been severe.

When a westerly wind is prevalent, which is nearly all the time, all daytime flights and most nighttime ones take off on the North runway. The flight path brings almost all traffic from Dublin airport over our houses. The vast majority of flights bound for North America fly at low altitude directly over my own house. In what was previously a quiet rural area, the sky echoes and thunders with airplane noise all day long. At peak times, no sooner has one plane revved, taken off and started to circle overhead than another can be heard preparing to do the same. The constant drone is a huge nuisance.

At present, we are taking the noise burden of the continued expansion of Dublin airport and the desire for travel of pretty much the whole country. It seems ludicrous to me that so many of the flights leaving Dublin airport are southbound, but have to fly by way of Oldtown/ Ballyboughal or Ashbourne/Dunshaughlin before banking and flying in the other direction. In addition, it has been widely noted of course that DAA are not adhering to the flight paths with which they made their 2007 planning application for the North runway. Instead of flying west after take off for a 5 mile distance and then banking, all flights turn immediately North on take off, which brings them over our heads.

Why, for instance, can the North runway not be used for landing flights in a westerly wind, and use the South runway for take off, even on a rotational basis? Even when there is an easterly, the dominant flight pattern is for landing flights to circle North County Dublin first, before their approach to the airport.

These patterns of use seem designed to spare the areas of greater population of the city, and the Southside of the city, from any impact at all. A common argument used by airlines is that aircraft are much quieter now and that the objections of those living near the new flight paths are exaggerated. If so, why do we have to put up with ALL of the noise. If Dublin city residents were exposed to the air traffic noise we are hearing, there would be war! Not to mention a different approach taken.

This brings me to the IAA considering the winter 2024 slots. It is clear, from CSO figures, that DAA is playing fast and loose with passenger numbers, and has exceeded the 32 million passenger cap for 2023. Please consider that 33.26 million is the actual figure, and that we in this rural part of the country have heard most of

them coming and going. The situation is intolerable as it is. We will be pressing for change, including to limit nighttime flights and to stick to the passenger cap, but also, to deploy flights in a different way. We need this situation to improve, not get worse. DAA have treated this part of Dublin and Meath with contempt.

I can only imagine that in a climate crisis such as exists right now, that it makes sense to plan to curtail and rationalise passenger numbers, not let them grow according to commercial demand and for airline profit. (For instance, there are multiple flights to London every day). I agree that we need connectivity, but where does the limit lie? It also seems to make sense to decentralise, and make use of our regional airports.

I am asking please that you take account of the impact of this situation on the ground, and the damage it is doing to the health and wellbeing of those who have to put up with noise throughout the day and into the night.

Many thanks if you have read this in its entirety!

Kind regards,
Fiona Irwin