

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 12:32
To: Consultation
Subject: Winter slot allocations 2024

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

Dear IAA

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The IAA are fully aware of the noise situation as a result of divergent flight paths from the NR. This is causing huge distress to thousands of people.

The IAA are enabling the continued damage to residents physical and mental health by not taking account of the current planning permission conditions which were designed to protect people.

https://scanner.topsec.com/?d=4386&r=auto&u=https%3A%2F%2Fwww.iaa.ie%2Fdocs%2Fdefault-source%2Fcar-documents%2F1c-economic-regulation%2Fw24-draft-decision_final.pdf%3Fsfvrsn%3D2d7eeff3_1&t=a91ef7a6751af73ceacbc81c1a7f655b9c1e00fa

Thank you
Alan Lynch
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 11:01
To: Consultation
Subject: Submission regarding Winter 2024 Slots at Dublin Airport

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

I refer to your draft decision in relation to Winter Slots 2024 and in particular in relation to Dublin Airport.

The official figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26million passengers used Dublin Airport. This exceeds the 32 million cap imposed by An Bord Pleannala.

Fingal County Council have stated,that based on ABP decision, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA'S draft decision does not use the CSO figures and instead uses figures modified by the DAA to remove transit passengers,contrary to theInternational Aviation Convention.

This wrongful manipulation of figures is enabling the continued damage to my physical and mental health.

My sleep is interrupted on a nightly basis at present

I am unable to enjoy entertainment in my own home as it is impossible to follow radio nor tv conversations or enjoy music.

In addition it makes personal visits by family and friends stressful as we are constantly interrupted by aircraft noise .

Our ability to enjoy outside activities in the garden have been ruined also by this constant noise. It will only get worse in the summer months.

For these reasons you should comply with law of land and International Conventions.

Albert Rattigan
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 12:00
To: Consultation
Subject: Winter Slot Allocations for 2024

*** 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,

Upon reading your draft decision for winter slots allocation 2024 at Dublin Airport, it is clear that the IAA (the approved regulator) is clearly enabling the DAA to continue to break the law, not adhere to planning permission, ignore local residents physical and mental health, disregard the environment while neglecting Ireland's emissions and climate goals, all for reasons of profits gains only.

Your draft decision totally ignores the health effects and wellbeing of locals, especially our children, living near Dublin Airport, in communities in Fingal and Meath. Do you have a health expert on your team reviewing this draft decision? WHO recommendations must be adhered to.

I do not agree with your draft decision and it needs to be re-examined and brought in line with the decisions from planning authorities FCC, ABP and also in line with CSO, IAC and WHO.

Why is IAA not using CSO official figures? The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap. As the regulator, surely you, IAA have a responsibility to ensure the laws are followed at Dublin Airport.

[Aviation Statistics Quarter 4 and Year 2023 - Central Statistics Office](#)

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

I truly hope the IAA listen to public concerns, revisit this draft submission, and follow compliance set out by ABP, FCC and WHO.

Many thanks,

Bernadette Conaty-Beyer
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 17:44
To: Consultation
Subject: Winter 2024 Slots Dublin Airport

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

[REDACTED]

To whom it concerns,

As you are aware the official CSO figures for passenger numbers, at Dublin Airport show 33.26million passengers, exceeding the 32 m cap.

As Fingal County Council have stated, based on decisions by An Bord Pleanala, that CSO figures on counting figures should be used for planning enforcement.

The IAA's draft decision does not use the CSO's and instead uses figures modified by the DAA, giving misleading passenger numbers.

I am contacting you today as concerned resident of [REDACTED], as since the new north runway opened, the noise levels from aircraft have increased dramatically impacting our wellbeing. As I'm sure you are aware DAA are breaching their legal obligations on several fronts including divergent flight paths and breaking the cap on passenger numbers. I strongly object to further increase in passenger numbers and I ask the IAA to consider the physical and mental health of local residents and their families , regarding Winter slots 2024 at Dublin Airport and any further expansion,

Yours Sincerely
Bernadette Moran
Sent from my iPad

[REDACTED]

From: Consultation
Sent: 23 April 2024 09:21
To: [REDACTED]
Subject: FW: Winter slots 2024 at Dublin Airport

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, April 23, 2024 8:52 AM
To: Consultation <Consultation@IAA.ie>
Subject: Winter slots 2024 at Dublin Airport

* 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

Please be advised that the official CSO passenger figures for Dublin Airport 2023 have been released as 33.26 million this has well exceeded the 32 million cap. This cap was put in place to protect us.

I am worn out from complaining. I can't sleep and I am constantly taking pain killers for head aches.

It's constant noise there is no escaping it unless you drive to another area.

Please do not increase the numbers and protect the residents affected.

Kind regards

Bernie Lawless

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 22:38
To: Consultation
Subject: Winter 2024 slots at dublin airport

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

Hello

Here is my submission: the official cso figures for passenger numbers at Dublin airport for 2023 have just been released and show 33.26 million passengers exceeding the 32m cap.

Fingal County council have stated that based on decisions by an bord pleanala that the cso figures which adhere to the international aviation convention on counting passengers should be used for planning and enforcement purposes. The iaas draft decision does not use the cso figures and instead uses figures modified by the daa to remove transit passengers and half of transfer passengers contrary to the international aviation convention.

Kind regards
Catriona Hurley

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 18:25
To: Consultation
Subject: Submission Winter 2024 Slots at Dublin Airport
Attachments: 20240415_181439.jpg

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

Email to: consultation@iaa.ie

Winter 2024 Slots at Dublin Airport

Please find my submission.

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The Irish Aviation Authority are enabling the continued damage to residents physical and mental health.

Aircraft noise is destroying our lives and health and wellbeing. Stop this destruction of peoples lives and homes

Christopher Ratcliffe

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 09:39
To: Consultation
Subject: Winter 2024

*** 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

Now that the official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26 million passengers, exceeding the 32 million cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's, instead uses figures modified by the DAA to remove transit passengers and half of the transfer passengers contrary to the International Aviation Convention.

The planning conditions were put in place for a reason, to protect the health and welfare of the communities around the airport.

The IAA are enabling the continued damage being inflicted on our tenants physical and mental health.

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 14:03
To: Consultation
Subject: IAA/DAA 2024 winter slot allocation

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



24 April 2024.

IRISH AVIATION AUTHORITY (IAA) DRAFT DECISION ON WINTER 2024 SLOT COORDINATION PARAMETERS AT DUBLIN AIRPORT.

Dear Sir, Madam,

Please withdraw this draft report and commission an accurate, independent report using data from the CSO.

I refer to the most recent Central Statistics Office (CSO) findings for passenger numbers transiting Dublin Airport (DA) for the year 2023. Those figures state that 33.26 million passengers transited DA, thereby exceeding the planning permission cap of 32 million passengers.

The CSO's figures are calculated in accordance with the International Convention on the counting of passengers transiting DA. It is this International Convention that is acknowledged and used by both Fingal County Council (FCC) and An Bord Pleanála (ABP) in their deliberations.

Unlike the CSO and FCC, the IAA adopted the Dublin Airport Authority (DAA) passenger transit data as one of its sources when preparing its 'Draft Winter 2024 Slot Coordination Report'.

The DAA used in-house generated criteria to formulate its passenger transit statistics and this DAA modified data does not comply with the accepted International Convention and is at odds with that recognised, validated and used by FCC and the CSO.

Having been modified by the DAA to suit the end needs of the DAA, the data is no longer a verifiable and reliable source for statistical use and is rendered inaccurate, unreliable and wholly invalid.

By extension, the IAA by adopting this inaccurate, unreliable and wholly invalid DAA data runs the risk of inadvertently corrupting its own IAA 'Draft Winter 2024 Slot Coordination Report'. In adopting the DAA data, the IAA is unwittingly entering into a partnership and thereby abetting the DAA in the DAA's goal to skew the process.

The Grant of Planning Permission recognised the justness for the inclusion of a cap of 32 million passenger movements per annum for operations at DA. The cap recognised the impact such activity has upon the local population and the environment. One of those factors is the excessive noise pollution imposed on those living in the vicinity of the airport.

I live directly under the flight path of the North runway and the impact on our living conditions and damage to our physical and mental health is immense, intolerable, ever present and ongoing.

It is incumbent upon the IAA, prior to finalising on the 'Winter 2024 Slot Coordination Parameters' to ensure such physical health factors and verifiable data are included in the process when preparing its 'Winter 2024 Slot Coordination Parameters'. Inclusion and use of nefarious sources of data such as that generated and presented by the DAA, does nothing other than warp and invalidate any draft or subsequent final report presented by the IAA. The DAA data should be seen for what it is, a corrupted information source and should be instantly discounted as a source for any current or future consideration.

In conclusion, I request that this draft report be withdrawn forthwith and that a new report be commissioned using verifiable, accurate data which is readily available through the Government CSO.

Yours faithfully,

Clara Stack

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 18:28
To: Consultation
Subject: Submission Winter 2024 Slots at Dublin Airport
Attachments: 20240415_181439.jpg

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

Winter 2024 Slots at Dublin Airport

Please find my submission.

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The Irish Aviation Authority are enabling the continued damage to residents physical and mental health.

Aircraft noise is destroying our lives and health and wellbeing. Stop this destruction of peoples lives and health.

Colm Ratcliffe

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 09:47
To: Consultation
Subject: Dublin Airport Passenger Cap & Winter 2024 Slots

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

Dear Sir / Madam,

Please find the following observations on your proposed IAA draft decision for winter slots 2024 for your serious consideration;

Despite official CSO figures showing that more than 33.3 million people passed through Dublin Airport last year, according to numbers published by its operator, the State-owned DAA, Dublin Airport did not breach the 32 million passenger cap last year.

This assertion by the DAA is a complete fallacy and employs the deliberate misrepresentation of information and figures intended to mislead and justify illegal activities.

The DAA modified figures are contrary to International Aviation Convention protocols on calculating passenger numbers.

The DAA are undoubtedly aware of this but have consciously proceeded to falsify reports and have not commented directly on the CSO figure.

Planners have limited passengers travelling to and from the airport to 32 million as a condition of allowing it to expand and open the north runway.

The negative effects attributed to aircraft noise is well documented and corroborated with the range of the damage caused running from annoyance to mental health problems. The IAA are enabling continued damage to physical and mental health.

The effects of aircraft pollution on the environment are monumental and Ireland is one of the worst countries in the world in terms of GHG emissions. Increasing aircraft activity in the midst of a climate crisis seems counterintuitive.

At COP28 Dublin Airport was highlighted as being by far Ireland's biggest greenhouse gas emitter.

The expansion of Dublin airport cannot be at all costs to humanity and the environment.

Please confirm receipt of this email by reply;

Best Regards,

Darragh O'Neill

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 10:48
To: Consultation
Subject: Submission Re: IAA Winter 2024 Slots at Dublin Airport

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

Dear Sir/Madam,

I wish to make a submission in relation to your Winter 2024 slots determination at Dublin Airport.

I live in the environs of Dublin Airport with my family. We are seriously affected by daa's breach of planning laws. I firmly believe that IAA are facilitating and helping daa breach their planning.

Fingal County Council has stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The official CSO figures for passenger numbers at Dublin Airport for 2023 have recently been released and show 33.26 million, exceeding the 32 million passenger cap.

Your draft decision does not use the CSO's figures but instead use figures modified by the daa. The figures used remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Therefore you the IAA are facilitating the daa in breaching their planning. This undermines the IAA values as per your website. In my opinion it makes a complete mockery of them.

This draft decision by you the IAA is enabling the continued damage to local residents physical and mental health by contributing to the facilitation of daa planning breaches.

IAA should revisit their draft decision and use the correct CSO figures in the determination of the Dublin Airport Winter 2024 Slots. This would protect the local residents physical and mental health, uphold the IAA values and protect the integrity of your organisation.

I await the IAA's revisit and changes to the draft decision, reply to my submission or reasoning as to why the CSO figures were not used in your determination.

Regards,

Derek Hanlon
[REDACTED]



[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 21:58
To: Consultation
Subject: Winter 2024 slots at Dublin Airport

*** 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. I wish to make a submission. The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap. As a resident close to Dublin Airport I and my family are already suffering from flights not sticking to routes for which they have planning permission which results in stress and noise at all times of the day and night which we should not be hearing if planes stuck to their Fingal approved planning permission approved flight paths. As bad as it is at the moment it will only get worse if Dublin airport breaks it's 32 million approved passenger numbers again in 2024 as they have in 2023.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention. This situation is outrageous and IAA are enabling the continued damage to my physical and mental health and that of my wife Lisa Morris and our 3 children. I want Dublin Airport to only approve the allowed 32 million passenger limit and not exceed this.

Yours sincerely
Dermot Morris
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 14:46
To: Consultation
Subject: Submission Winter 2024 Slots at Dublin Airport
Attachments: 20240415_181439.jpg

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

Email to: consultation@iaa.ie

Winter 2024 Slots at Dublin Airport

Please find my submission.

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The Irish Aviation Authority are enabling the continued damage to residents physical and mental health.

Aircraft noise is destroying our lives and health and wellbeing. Stop this destruction of peoples lives and health.

Eithna Ratcliffe

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 10:13
To: Consultation
Subject: Winter 2024 slots at Dublin Airport

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

Dear Sir

As you are aware the recent CSO figures for passenger numbers at Dublin Airport for 2023 exceeds the 32 million passenger cap.

Fingal County Council have stated that based on decisions by An Bord Pleanla, that the CSO figures which adhere to the IAC on counting passengers should be used for planning and enforcement purposes.

The IAAs draft decision does not use the CSOs figures and instead uses figures modified by the DAA to remove transit passengers and half of the transfer passengers contrary to International Aviation Convention.

By this practice the IAA are enabling the continued damage to my familys physical and mental health by the ever increasing numbers of flights directly over my home and my community of 11000 people in

[REDACTED] (which was never a flight path in the original planning for second runway)

Please adhere to the IAC on counting passengers.

Regards

Esther Cassidy

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 07:45
To: Consultation
Subject: Winter 2024 slots at Dublin airport

*** 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

Re: Winter 2024 slots at Dublin Airport

Now that the official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26 million passengers, exceeding the 32 million cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's, instead uses figures modified by the DAA to remove transit passengers and half of the transfer passengers contrary to the International Aviation Convention.

Not only are the daa breaching the flight path granted in their planning permission, now they are again blatantly breaching the passenger number cap by not using International Aviation Convention on counting passengers.

The planning conditions were put in place for a reason, to protect the health and welfare of the communities around the airport. Since the Northrunway has opened it is affecting people that it should not be affecting due the breach of flight path and now this.

The IAA are enabling the continued damage being inflicted on our families and the whole communities physical and mental health, by continually breaching planning permission conditions.

Yours faithfully

Grainne & Michael McFadden

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 13:29
To: Consultation
Subject: Winter Slots at Dublin Airport 2024

*** 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,

I am gravely concerned that the Irish Aviation Authority may be considering releasing more slots than legally permissible to Dublin Airport Authority.

[REDACTED]
[REDACTED] The current flight paths are directly over my home and were never expected to come anywhere close to my home according to planning permission granted for the new north runway in 2007. I strongly suggest that this issue will continue on the table until it is resolved in its entirety and corrective action is applied.

I would certainly not like to see a situation where a reputable organisation such as the Irish Aviation Authority is facilitating a mechanism for excess flight travel through Dublin Airport and I would suggest that the matter is being carefully watched by those in the community.

My children cannot sleep properly in their homes. Their development and educational attainment opportunities are presently at risk. Profit appears to be the main driving factor in this equation. The communities will band together to ensure that righteousness will prevail and I would strongly urge the IAA to review its processes and be correct in its deliberations on the upcoming release flight slots.

Regards,

Jim Isdale
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 21:12
To: Consultation
Subject: Winter Slots 2024 Dublin Airport

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

I am writing to express my deep concern over the current and proposed increase in operations at Dublin Airport, specifically relating to the new northern runway and the potential increase in passenger cap. As a resident affected by these changes, I feel compelled to share how these developments are impacting the physical and mental health of my family.

Recent figures released by the Central Statistics Office indicate that passenger traffic at Dublin Airport has reached 33.26 million in 2023, surpassing the set cap of 32 million. It is critical that the CSO's method of counting, aligned with the International Aviation Convention, be used for planning and enforcement purposes. However, the Irish Aviation Authority's draft decision, which employs modified figures from the Dublin Airport Authority that exclude transit passengers and only account for half of the transfer passengers, diverges from this standard. Fingal County Council has rightly noted, based on decisions by An Bord Pleanála, that the CSO's metrics should govern planning activities.

The increase in flight operations, especially during nighttime, severely disrupts the sleep patterns of my children, who are at a crucial developmental stage. [REDACTED]

[REDACTED] not to mention my wife's and the workload she contends with each day.

The proposed changes in flight times and further increase in passenger volume are likely to exacerbate these issues, leading to more significant health consequences for my family. We are already experiencing considerable distress due to the use of the new flight path that was never approved and further escalation in airport activity will only increase our hardships.

I urge the IAA and all relevant authorities to consider the significant and detrimental impacts of airport noise and increased passenger traffic on local families, particularly those with vulnerable individuals. It is essential to strike a balance that prioritizes the health and well-being of the community alongside operational and economic objectives.

Thank you for your attention to this matter. I hope for a comprehensive review and thoughtful consideration of the airport's impact on its neighboring residents.

Sincerely,

Joe Cummins
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 12:19
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

*** 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,

The official CSO figures for passenger numbers at Dublin Airport for 2023 has just been released and show 33.26m passengers exceeding the 32m cap.

Fingal County Council have stated that based on decisions by An Bord Pleanála that the CSO figures which adhere to the International Aviation Convention on counting passengers should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers contrary to the International Aviation Convention.

May I also add the IAA are enabling the continued damage to residents physical and mental health so please take this into consideration when taking the false data from DAA

Kind Regards
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 18:36
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport, Submission

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

The IAA are enabling the continued damage to mine and my families physical and mental health by facilitating the DAA in blatantly breaking the passenger cap and operating illegal flight paths not approved in their current planning permission, this can not be allowed to continue.

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Kind regards,
John Dennehy,

[REDACTED].

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 15:34
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

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

Hi

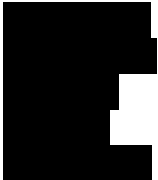
The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

This is outside the DAA's planning, which they have flouted on numerous occasions including the deviation in the flight paths off the North Runway which now fly directly over my house which is 1km from the end of the runway. These deviations which the IAA are enabling will continue to damage residents physical and mental health!

Regards

John Farrell



[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 13:40
To: Consultation
Subject: 2024 winter slots determination

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

In light of the DAA's total disregard of the 65 aircraft movement cap per night (11pm-7am) the IAA are enabling the continued damage to me and my family's physical and mental health.

The official CSO figures for passenger numbers at Dublin Airport for 2023 show 33.26m passengers exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

John Harris
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 13:58
To: Consultation
Subject: IAA/DAA 2024 Winterslot Allocation

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



**IRISH AVIATION AUTHORITY (IAA) DRAFT DECISION ON WINTER 2024 SLOT COORDINATION PARAMETERS
AT DUBLIN AIRPORT.**

Dear Sir, Madam,

I request that the above draft report be withdrawn and that a new report be commissioned using verifiable, independent accurate data which is readily available through the Government CSO.

I refer to the most recent Central Statistics Office (CSO) findings for passenger numbers transiting Dublin Airport (DA) for the year 2023. Those figures state that 33.26 million passengers transited DA, thereby exceeding the planning permission cap of 32 million passengers.

The CSO's figures are calculated in accordance with the International Convention on the counting of passengers transiting DA. It is this International Convention that is acknowledged and used by both Fingal County Council (FCC) and An Bord Pleanála (ABP) in their deliberations.

Unlike the CSO and FCC, the IAA adopted the Dublin Airport Authority (DAA) passenger transit data as one of its sources when preparing its 'Draft Winter 2024 Slot Coordination Report'.

The DAA used in-house generated criteria to formulate its passenger transit statistics and this DAA modified data does not comply with the accepted International Convention and is at odds with that recognised, validated and used by FCC and the CSO.

Having been modified by the DAA to suit the end needs of the DAA, the data is no longer a verifiable and reliable source for statistical use and is rendered inaccurate, unreliable and wholly invalid.

By extension, the IAA by adopting this inaccurate, unreliable and wholly invalid DAA data runs the risk of inadvertently corrupting its own IAA 'Draft Winter 2024 Slot Coordination Report'. In adopting the DAA data, the IAA is unwittingly entering into a partnership and thereby abetting the DAA in the DAA's goal to skew the process.

The Grant of Planning Permission recognised the justness for the inclusion of a cap of 32 million passenger movements per annum for operations at DA. The cap recognised the impact such activity has upon the local

population and the environment. One of those factors is the excessive noise pollution imposed on those living in the vicinity of the airport.

My home is directly under the flight paths from the North Runway. The impact on our living conditions and damage to our physical and mental health is immense, intolerable, ever present and ongoing.

It is incumbent upon the IAA, prior to finalising on the 'Winter 2024 Slot Coordination Parameters' to ensure such physical health factors and verifiable data are included in the process when preparing its 'Winter 2024 Slot Coordination Parameters'.

The employment and use of nefarious sources of data such as that generated and presented by the DAA, does nothing other than warp and invalidate any draft or subsequent final report presented by the IAA. The DAA data should be seen for what it is, a corrupted information source and should be instantly discounted as a source for any current or future consideration.

In conclusion, I request that this draft report be withdrawn forthwith and that a new report be commissioned using verifiable, accurate data which is readily available through the Government CSO.

Yours faithfully,

John Stack and family

John Stack

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 21:38
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

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

Hello,

Mileage see my submission below.

The lack of control on this rogue operation who abides by its own laws with no repercussions is unfair and baffling while causing damage to the standard of living in the surrounding areas, including where I live in Ashbourne

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Kind Regards

Jonathan McNally

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 09:33
To: Consultation
Subject: Breaking planning

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

Sirs It's a disgrace the daa had 33.26 million passengers last year breaking planning of 32 million

All this noise air pollution is playing havoc on or health and its a bloody disgrace nothing is being done about it

Margaret/Martin
[REDACTED]

Just think the damage that is being done!!

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 11:08
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

*** 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,

I wish to make a submission on the assignment of flights slots for the Winter 2024 schedule.

I believe that the slots should be reduced from their current number. The current number of planes flying over residential areas in North County Dublin are detrimental to residents mental and physical health. As can be seen by the ongoing legal case between Fingal Country Council and the DAA, the number of flight slots has had at times already broken legally binding agreements. And therefore, slots should be reduced to come, at least, back in line with the legal framework.

In addition, the official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap. Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft slot schedule does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

I have been a resident in [REDACTED] for almost 40 years and the noise from planes has never been as bad as it currently is. Something needs to be done to remedy this and reducing the number of flights slots is the first step.

The IAA and the DAA cannot continue to disregard the residents that their decisions impact.

Kind regards,
Margaret Bennett

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 17:00
To: Consultation
Subject: Flight numbers and noise

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

Dear Sir/Madam

I totally disagree with the DAA using unapproved flight paths which will impinge on more families in a wider area of Dublin and the Meath areas.

How can an organisation use its powers to bring all these changes in without approval and with no other government body pulling them up on it, what kind of message does that put out to the people of Ireland.

The DAA are already using different flight paths that are not approved by the relevant authorities.

I live in the [REDACTED] and flights are coming in from the sea are using several different flight paths and often not the

approved pathway. The noise element at night/day is often so noisy that it will wake you up at night and you can't get back to sleep.

Flights are meant to come in from the West - East or East - West. However we are constantly Having flights going South -North flying very low over our homes. I assumed flights were meant to go out to sea before turning To go in whatever direction their flight is going.

There needs to more investigation by the appropriate bodies to investigate the actions of the DAA regarding Noise pollution PFA chemicals coming from these aircraft.

The Dutch government have ruled in favour of residents and orders Government to curb Aviation Noise Pollution.

Build a new airport on the Southside or allow other airports to expand.

I am so disappointed the way that this is affecting our health and right to have a peaceful life..

Yours sincerely

Marie Brennan and family

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 12:09
To: Consultation
Subject: Fwd: Winter 2024 slots at Dublin Airport

*** 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

The official figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap. The IAA are enabling continued damage to residents physical and mental health.

Regards

Marie Gormley

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 23:30
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

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

Dear Sir or madam

In connection to the above I note the official CSO figures have been released for passengers at Dublin Airport for 2023. The numbers show 33.26 million passengers passed through the airport which is in breach of the 32 million cap.

Based on An Bord Pleanála decisions the CSO figures which adhere to international aviation convention on counting passengers should be used for planning and enforcement purposes.

THE IAA'S draft decision does not reflect the CSO'S figures and uses figures modified by the DAA to remove transit passengers and half of transfer passengers which is contrary to the International Aviation Convention.

By doing so the IAA are enabling the continued damage to residents physical and mental health.

Kindly take my comments into consideration.

Yours sincerely

Marisa Cassidy

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 11:12
To: Consultation
Subject: Cap

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

I wish to object to the cap on flights being raised as the Daa are currently breaking the planning laws by exceeding the 32m capacity I live right under the new flight path and since it opened it has been a nightmare with constant flights overhead from early morning till late at night I work shifts so it is very difficult to get any sleep with the noise overhead our house has not been sound proofed as the Daa have only admitted recently that we are under the new flight path but have been very slow to engage with locals They should be made stick to the original flight path that was agreed in the planning permission which they break daily with no consequences !

Mark o Reilly

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 16:54
To: Consultation
Subject: Re Winter 2024 slots

*** 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, I wish to express my dismay at the IAA not recognising the 32 million cap in Dublin Airport in their winter draft submission for aircraft slots.

The removal of transit passengers and half of transfer passengers in the 'counting' of passengers moving through the airport is nothing short of playing with numbers to suit the agenda of making the overall passenger numbers appear less than they really are, And according to the CSO passenger numbers for Dublin Airport for 2023 have exceeded the cap at 33.26 million.

Fingal county council do not agree with the 'interpretation' of counting passengers as above. Indeed neither does the International Aviation Convention.

I would ask that the true numbers of passengers moving through Dublin airport be factored in for winter slots.

Presently there are several pending breaches of planning with Fingal County Council surrounding operations at Dublin Airport.

The population of North County Dublin are already being punished due to issues with departure routes to the West and excessive night flights in contravention to approved planning permission.

The winter slot issue should be abundantly clear.

Cut your cloth according to your measure, comply with what is allowed as per planning and legally binding, not just what the airlines want and the daa wish they had.

Regards,

Dr Niamh Maher.

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 17:43
To: Consultation
Subject: Winter slots submission 2024 Dublin Airport

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

Good evening

I wish to make a submission on the above and you should note that you have already broken the cap on flights from Dublin Airport as stated below

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The IAA are enabling the continued damage to our local communities by continuing with these flights without proper sound barriers around the North Runway. All monitors should now be in place in these areas and all ways of using the north Runway properly should be investigated as it is possible to taxi down this runway and then takeoff which causes little or no noise for the people of Swords and area around the runway.

THIS RUNWAY CAN BE USED WITH MUCH LESS NOISE FOR ALL PLEASE INVESTIGATE.

ALSO LANDING ON THIS RUNWAY IS ALSO AN OPTION FOR THE LOCAL AREAS AS THIS ALSO CREATES MUCH LESS NOISE.

THERE ARE SHORTCUTS BEING TAKEN ON TO THE RUNWAY AND RAISING PLANES RIGHT BESIDE ALL OF SOUTH SWORDS WHICH COULD EASILY BE AVOIDED.

LOOK AT YOUR WINTER SLOTS WHEN YOU SORT THE NOISE ITS ONLY FAIR ON ALL THE SURROUNDING COMMUNITY

THESE PROBLEMS ARE NOT GOING AWAY TAKE NOTE AND SORT.

Regards

Noreen Wright

Sent from my iPhone

[REDACTED]

From: Consultation
Sent: 23 April 2024 09:21
To: [REDACTED]
Subject: FW:

From: [REDACTED]
Sent: Tuesday, April 23, 2024 9:03 AM
To: Consultation <Consultation@IAA.ie>
Subject:

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

Can I put on record my frustration and anger with the IAA.Dublin Airport has exceeded its cap of 32 million passengers.For those of us who's mental and physical health is impacted by the planes overhead can I ask that the DAA please adhere to the agreed flight paths and passenger limits..Regards Paul

Sent from my Samsung handset powered by Three

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 16:44
To: Consultation
Subject: Winter Landing Slots Dublin Airport

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

In allocation Winter 2024 slots at Dublin Airport I request that you take account of the implications for people living near the flight paths to Dublin Airport.

Excessive noise is bad for a person's health. Night time aircraft noise is particularly disruptive to sleep patterns with consequent impacts on health. Daytime noise affects the enjoyment of ones property and, in some areas is disruptive to schooling.

It has now been shown that passenger numbers for Dublin Airport in 2023 exceeded the 32m cap by 1.26m passengers.

In allocating slots the IAA should ensure that the 32m cap is not breached and that night flights are restricted to the numbers set in the planning approval for the North Runway.

In assessing passenger numbers the IAA should adhere to the International Aviation Convention for measuring passenger numbers, in line with decisions by Fingal Co Council and An Bórd Pleanála, and not the modified numbers used by DAA which remove transit passengers and 50% of transfer passengers, a practice which is contrary to the International Aviation Convention.

Thank you

Paul Mangan

Paul Mangan

Pól Ó Mongáin

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 21:17
To: Consultation
Subject: Winter 2024 Slots 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 hope you are well.

I feel compelled to make a submission because the official CSO figures for last year show well over 33m passengers, showing the DAA's complete and ongoing disregard for planning law and the continued damage to the health and wellbeing of the local community.

I would emphasise that Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes.

The IAA's draft decision does not use the CSO's figures and instead uses figures cynically modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Many thanks for your consideration of the above in making decisions.

Best,
Peter

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 19:09
To: Consultation
Subject: Winter 2024 slots at Dublin airport.

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

Hi The official figures are out and the cap has been exceeded.

I object to this strongly. I can't go out to my garden anymore with the amount of flights overflying my house . My health and that of my family are at stake here. You need to heed to the official cap.

Regards

Raymond Wright

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 16:41
To: Consultation
Subject: WINTER SLOTS AT DUBLIN AIRPORT

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

Dear Sir/Madam

I have been a resident of [REDACTED] for over 40 years and am observing the growth of Dublin Airport and its planned expansion now and into the future.

The DAA has become a law unto itself and shows no regard for the residents living within the fly zones around Dublin Airport.

The DAA has only one objective to grow the business and shareholder value, we are not part of their strategic plans.

They have abused every regulation and misled the people about what they are at, especially with legal compliance and reporting to Fingal council.

Please enforce the rules on the breaching of the 32 million passenger cap planning cap. Most likely they will breach the passenger cap in 2024==do they really care??

I feel that the DAA will achieve their growth and passenger objectives because the government and Fingal council are weak and will eventually agree to what the DAA want.

The reason is when a government minister(head of government t) and various well known local TDs "nodd" in agreement what would you expect the local council management to do?

Please be strong and stop this DAA aggression.

What about the nighttime flight rules=again farical,what are we doing about it??lots of talk but definitely weak on applying the punishment and fines

Also consider the hours of allowed nighttime flying ,what can I say =what are you actually doing about this==do you consider yourselves helpless and the DAA can break every rule.

I have woken you during the night with the planes coming in continuously and as for the take off in the mornings ,thet start shortly after 5.00 am and non stop to 8.30am

The noise decibel is very high and also they do not stick to the agreed flight paths?

Who gave planning permission for all the housing in Drumnigh Wood when I believe that no housing was to be built in that area because it was under the flight path to the airport/

Please get a grip and bring the airport authority under control and think of the mental health and pollution from the aircraft that we are breathing in==who will be held responsible for the many cancers that will happen

I respect Fingal management and believe they are doing their best.

We need to hire the best legal and environmentalists to help resolve these problems.

Your sincerely

Sean Carolan



[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 12:51
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport -

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

The International Aviation Convention clearly identifies the mechanisms for determining passenger numbers at airports. I would kindly suggest the the Irish Aviation Authority ensures that it is utilising and sourcing figures according to international best practice recommendations.

The Irish Aviation Authority may or may not be aware there are significant issues for local Dublin and Meath communities due to the flight paths currently operational. I would strongly suggest that the Irish Aviation Authority does not compound the adverse health impacts by releasing more capacity than is legal to Dublin Airport Authority, presently set at a 65 night flight cap and a 32M passenger cap.

I am currently living under an unexpected flight path and both myself and my young family are suffering the negative health impacts of primarily (but limited to) sleep disturbance and I have no intention to allow this matter not to be addressed in a more formal capacity thus I would appreciate that my concerns for your organisation are heeded.

Kind regards,

Serena Taylor
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 12:51
To: Consultation
Subject: Winter slot coordination

*** 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,

I wish to make a submission on the Winter 2024 slot coordination draft decision.

Dublin Airports operation is governed by planning conditions put in place to protect the environment and health of residents close to the airport. The draft IAA decision for W24 fails to adequately recognise these planning restrictions.

As a result IAA are enabling DAA to continue to damage the physical and mental health of my family and I as well as my neighbours.

IAA should only authorise the number of slots required to comply with the planning conditions in place. To allow more than the required number of slots enables DAA to break the planning conditions and cause more health and environmental damage to our communities.

Regards

Stephen

[REDACTED]

From: Consultation
Sent: 23 April 2024 09:21
To: [REDACTED]
Subject: FW: Winter 2024 Slots at Dublin Airport

From: [REDACTED]
Sent: Tuesday, April 23, 2024 8:57 AM
To: Consultation <Consultation@IAA.ie>
Subject: Winter 2024 Slots at Dublin Airport

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

Dear Sir/ Madam,

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Kind regards

Suzanne Mitchell

[REDACTED]

From: [REDACTED]
Sent: 29 April 2024 13:22
To: Consultation
Cc: [REDACTED]
Subject: The IAA draft decision on winter 24 slots at Dublin Airport

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

I wish to raise my concern and to formally protest the IAA draft proposals for winter 24 allocations. The proposals ignore the requirement to use the CSO measurement of passenger numbers and will result in additional harm to the mental and physical health of residents of Fingal and Meath. It is hard to understand why the IAA proposes to act in a way that clearly supports on-going and increasing harm to people of all ages in local communities and that supports further breaches of planning permission for the use of the airport and is at odds with the strong advice from the World Health Organisation concerning the noise arising from practices that are being employed (and are proposed to continue) in using the IAA allocation.

Regards

Tom Fee

[REDACTED]
[REDACTED]
[REDACTED]



Virus-free. www.avg.com

Submission to IAA

I have observed the proposed Legend eligibility contour map September 2023 issued by the DAA. The DAA dare to assume that the illegal flightpaths they operate will somehow persist into the future. This is despite all evidence of the stress and ill health they are currently causing affected residents who can no longer enjoy their homes because of the noise and knowing the longterm decimation of health that the DAA , IAA et al are quite happy to inflict on us in order to bolster their profits.

ANCA;

Are the planning authorities going to blindly accept the false data provided by ANCA and the DAA? Residents know from monitoring noise decibel levels that ANCA are greenwashing their data on noise pollution. We know there is usually adequate inter rater reliability among our community. We exchange information about noise monitoring amongst ourselves. As a statistically significant number of people observing noise on flights over our homes and recording Google or other phone app decibel levels, we know ANCA are illegally greenwashing their results.

So we have reached an impasse with ANCA. They cannot be trusted to present reliable data on noise. They refuse to accept data presented by our community. They refuse to accept phone app decibel monitoring. They refuse to monitor in areas of maximum exposure to noise. San Diego and other airports were found against in litigation for the same behaviour.

ANCA are exposing themselves to litigation too by the same behaviour as observed in San Diego airport.

Upon what grounds did they refuse to acknowledge the independent assessment of noise in a home by a forensic engineering expert? [REDACTED] of ANCA has a lot of questions to answer.

What is ANCA's remit? Are they worthy of salaries courtesy of the taxpayer when they refuse to be informed other than by a company steeped in unlawful behaviour?

ANCA are not fit for purpose and should be disbanded. They have a corporate duty of care to safeguard our community from the hardship of almost constant noise exposure. They have failed utterly in their duty to us. They serve absolutely no purpose now except to try to facilitate further harms to the community they have a duty to protect. They need to go now and an enquiry into their behaviour initiated. There can be no justification for their continued existence.

The massaging of the metrics in measuring noise quotas is an exercise in futility;

The average quota system requested dilutes individual effects. This is an acceptable international standard in the world of statistical analysis.

The device of manipulating the noise quota metrics will achieve nothing. It will not lessen a persons measured and actionable anguish when measured by standardised, legally valid questionnaire forms. Accountability in the courts for damaging people seriously will not be lessened by trying to manipulate the metrics. The perception of the harms visited on affected residents including;

1. Never having restorative sleep, 8 hours is not enough for some people.
2. Continuous dread wondering when this nightmare will stop

3. Losing the monetary value of ones home
4. Having very little energy
5. Knowing we are now predisposed to mental ill health
6. CVA
7. Cancer
8. Respiratory and Cardiac Disease
9. the total loss of quality of life
10. the inevitable loss of years of life

Juggling with the metrics won't provide a statistical device sufficient to obscure this reality. In fact, air quota systems might allow unlimited flights and a constant noise in our skies. Those who accept this standard international practise when applied to matters of human health, need to critique this approach.

Data provided by the DAA et al

Any data presented by the DAA et al is highly suspect and cannot be relied upon as a basis for important planning or any other decisions.

DAA online complaints mechanism

For instance, the DAA pride themselves on their complaints online form as a valid mechanism for data gathering. It is anything but. Exhausted residents have wasted hours trying to complain online on a defunct interactive portal. It is conveniently user unfriendly. Its use for data input cannot be relied upon. People are using it less and less. Please be advised that most residents affected are boycotting this system so any data based on it is groundless.

██████████ states that as soon as planning is approved for this expansion, they will immediately apply for the next expansion. The man is also devoid of a conscience. He is convinced that his company can continue to fly over our homes along unauthorised flightpaths, destroying our lives, and that he will have the full backing of planners and the government as he continues his mission to expand indefinitely. Its time for our demographic to call in the environmental lawyers to stop him and all his complicit backers in his insidious but injurious tracks.

Current EU Environmental and Human Rights caselaw;

Recent anti-"greenwashing" litigation is holding major airlines to account for false claims of being "sustainable, low carbon or contributing to net zero" or similar claims that are unfounded. Such spurious claims are littered throughout the DAA's justification for its expansion plans. That is now illegal. It will take about 2 years for member states to transpose this directive. Are planners going to approve the expansion knowing full well the effects of building the expansion will be illegal by the time it is built and contrary to the spirit of the law in the meantime?

The DAA needs to be forced back to the drawing board. FCC need to enforce fines for flights along unauthorised flightpaths retrospectively with immediate effect. We citizens are entitled to this money which could fund our human rights litigation. The plans for expansion needs to be relocated away from our area so that air and noise pollution levels are more tolerable for all and that no longer meet the threshold required for legal action.

Pilots are concerned;

Some brave pilots have shown concern in the media and at a meeting recently. They state there is no effort on behalf of the DAA/IAA to mitigate the effects on residents. There is a refusal to entertain

engaging Baldonnell as a satellite airport or to fly in "Dependent Mode". [REDACTED] in the media, reported this would not be difficult to do. The DAA erroneously declared this approach to be impossible for aircraft. The pilot flying the craft knows it is not difficult. The DAA/IAA just won't do it.

How many Assumptions by [REDACTED] and the DAA have proven erroneous or untrue thus far?

1. Erroneous projection of return to growth post covid.
2. Erroneous design of flightpaths taking off from NR
3. Current night flights far in excess of 65.
4. Current totally unregulated flightpaths over homes
5. Lack of predictability that flightpaths would go over homes
6. Claiming only a small number of residents affected when 1 million is quoted in their own reports.
7. Breach of passenger cap in 2019 and scheduled to breach again in 2023
8. Breach of 2007 planning granted
9. [REDACTED] claiming he is engaging with residents. He has never met me despite requests.
10. He has blocked my last email.
11. Total lack of compliance with the FDP
12. The DAA et Al have had knowledge of expansion needs since 2019. They have refused to engage honestly with Fingal planning authorities since then.
13. Misleading us over PFAS at the airport
14. [REDACTED] has greenwashed again stating "*the noise has halved*".
15. Their key defence is that the "**economy will suffer**" if they are not allowed expand
16. Official CSO figures confirm the breach of planning of the 32 million passenger cap.
17. The DAA supplies data to the IAA having assessed passenger transit numbers in a way that is disingenuous and in breach of the International Aviation Convention.

The amount of errors informs the lack of credibility of [REDACTED] assertions in their entirety. Our community can no longer trust the DAA/IAA/ANCO at all. Some still refer to the airport as "*friends*" or "*good neighbours*". Friends and neighbours don't engage in torture by noise and slowly killing people by air pollution.

Regarding claim 15, have the DAA done a cost-benefit analysis on how the economy will suffer? No one is against expansion as long as it is safe and compliant with 2007 planning. Have they assessed their economic losses if and when they have to respond to decades of litigation by residents asserting their rights under human rights law and environmental law? We know this area of law is getting more effective due directly to global aviation caselaw.

Who is liable?

The situation with the illegal flights is causing monumental damage to residents close to them. I note [REDACTED] has left the company. What role did he play in this botched design? The original modelling was not complied with. Where did the breakdown in communication occur in the design of the north runway that has ended up a total fiasco. The CEO and board of directors of the DAA would have commissioned an architect. Did the architect not research the required designs competently? Liability lies somewhere between the DAA executives and the architects and engineers involved in the design. Yet I can find no evidence of the DAA pursuing the designers. The DAA knew from the outset that they were going to flout planning for the sake of saving fuel.

The IAA is liable for instructing flight operations with no planning permission in situ. They should be subject to the injunctive relief of an order of mandamus for failing to enforce as per their statutory duty.

ANCA needs to go.

Is the DAA exempt from FOI requests for information, as they have informed me? Why is a semi state body exempt, if this is not another untruth?

The EPA have told members of our community that they have no remit over Dublin airport. Which statute is this claim pursuant to?

There has been a lack of enforcement by others in authority in blocking the illegal flights. Unfortunately, although Fingal County Council has considered these flightpaths to be an unauthorised development. Under normal circumstances, a citizen would be forced to get rid of any unauthorised development. But, despite its legal obligation to enforce, there is no effective enforcement by FCC against a state body, the DAA.

The DAA have told complete untruths on all aspects that inconveniences them. They have lied about the noise, the number of nightlights, the passenger caps, PFAS etc.

In Company Law, it is an offence to not keep proper books of accounts. The DAA have not kept proper books of the number of night flights etc. Either that or [REDACTED] is being dishonest, which is also a breach of Company Law. Dishonesty or fraud is an indictable offence in this jurisdiction. [REDACTED] [REDACTED] has been dishonest on numerous occasions. Again, the director of Corporate Enforcement is turning a blind eye and ignoring its statutory obligation to enforce? Where these authorities seek to enforce breaches by other bodies now seems disingenuous when the DAA state body has, thus far gotten off scott free with their illegal activities.

Greenwashing is illegal and has been litigated in the EU. Litigation focussed on air pollution. It can also apply to pollution by noise as all have a deleterious effect on human health.

Class action

Class action is now legal in Ireland. I am proposing that the first class action in the history of the state is the citizens against the DAA/IAA and all stakeholders that have facilitated the DAA in harming our community. There is too much damage done already. This situation is awash with illegality that has continued with impunity and ignored and encouraged by all state bodies with FCC finally realising how badly residents are affected and are now, thankfully, very supportive. We need to rely on EU Environmental and Human Rights law to vindicate the terrible harms visited upon us.

My Education and Work Experience.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 10:10
To: Consultation
Subject: Winter 2024 slots at Dublin Airport

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

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála that the CSO figures, which adhere to the International Aviation /Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

Yours faithfully

VANESSA HARFORD

[REDACTED]

From: [REDACTED]
Sent: 24 April 2024 16:13
To: Consultation
Subject: Winiters Slots at Dublin Airport

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

I am writing to voice my concern at the number of flights currently flying over my house in [REDACTED] particularly at night. The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention. Just because transit passengers do not leave Dublin Airport does not mean their flight don't land and take off again.

I am particularly concerned about night time flights as I am regularly woken up by flights during the night, resulting in a poor quality sleep, and impacting my ability to work efficiently the next day. As [REDACTED]
[REDACTED]

Please ensure the Winter Slot allocation does not exacerbate the situation, particularly at night.

Yours sincerely,

Dr Veronica Murphy

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 10:21
To: Consultation
Subject: Winter 2024 slots at Dublin airport

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

From - Victoria McGauley

[REDACTED]

Date 23rd April 2024

Ref - Submission on Draft Decision
on Winter 2024 Coordination Parameters
at Dublin Airport

To - Irish Aviation Authority

I would like to make the point that official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap. This is very worrying to me.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

I believe the IAA are enabling the continued damage to residents physical and mental health. I live directly under the illegal flight path and we are miserable now in our beautiful home we built 25 yrs ago. [REDACTED]

Can you please explain why this is because I do not understand.
It's just not right.

I await your advices.
Yours sincerely
Victoria McGauley
[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 23 April 2024 20:21
To: Consultation
Subject: Winter 2024 Slots at Dublin Airport

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

Dear Sir, Madam,

Regarding passenger numbers at Dublin Airport, this was discussed at Joint Committee on transport and communication in November 2023.

There was some disagreement between [REDACTED] and the Joint Committee concerning how passengers are counted and reported.

The committee questioned why transit passengers were counted only once by the DAA and did not appear to accept the explanation given by [REDACTED]

The official CSO figures for passenger numbers at Dublin Airport for 2023 have just been released and show 33.26m passengers, exceeding the 32m cap.

Fingal County Council have stated that, based on decisions by An Bord Pleanála, that the CSO figures, which adhere to the International Aviation Convention on counting passengers, should be used for planning and enforcement purposes. The IAA's draft decision does not use the CSO's figures and instead uses figures modified by the DAA to remove transit passengers and half of transfer passengers, contrary to the International Aviation Convention.

The CSO states in their aviation statistics that Transit passengers are included and are counted twice (i.e. both as arriving and departing passengers).

Eurostat states Transfer of indirect transit passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure. The aviation statistics requirements are covered under EU regulations and law see link:

[<https://ec.europa.eu/eurostat/cache/metadata/en/avia_pa_esms.htm>](https://ec.europa.eu/eurostat/cache/metadata/en/avia_pa_esms.htm)

I suggest that you use the CSO statistics and method of measurement in your Decision on Winter 2024 Coordination Parameters at Dublin Airport Document.

Also, Dublin Airport in 2024 has exceeded the month-on-month passenger numbers from 2023 by approx. 4%. I would suggest that you consider a monthly target quota on passengers for each month in 2024 to help proactively manage passenger numbers and ensure that Dublin Airport does not exceed the yearly total of 32M passengers.

Sincerely William Dempsey