

Fingal County Council
Planning Enforcement
County Hall
Main Street
Swords
Co Dublin
K67 X8Y2

Date

Re: Dublin Airport Northern Runway

Dear Sir/Madam,

Please find attached a copy of a filled out complaint form regarding alleged Unauthorised Development with respect to the daa and the operation of the Northern Runway.

We note that the North Runway became operational on August 24th, 2022.

An Bord Pleanála granted planning permission for the North Runway in 2007 (F04A/1755). Condition 3 of that planning permission states that:

“the runways at the airport shall be operated in accordance with the mode of operation – Option 7b – as detailed in the Environmental Impact Statement Addendum, Section 16 as received by the planning authority on the 9th day of August, 2005”.

3. On completion of construction of the runway hereby permitted, the runways at the airport shall be operated in accordance with the mode of operation – Option 7b – as detailed in the Environmental Impact Statement Addendum, Section 16 as received by the planning authority on the 9th day of August, 2005 and shall provide that -
 - (a) the parallel runways (10R-28L and 10L-28R) shall be used in preference to the cross runway, 16-34,
 - (b) when winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,
 - (c) when winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and
 - (d) Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours,

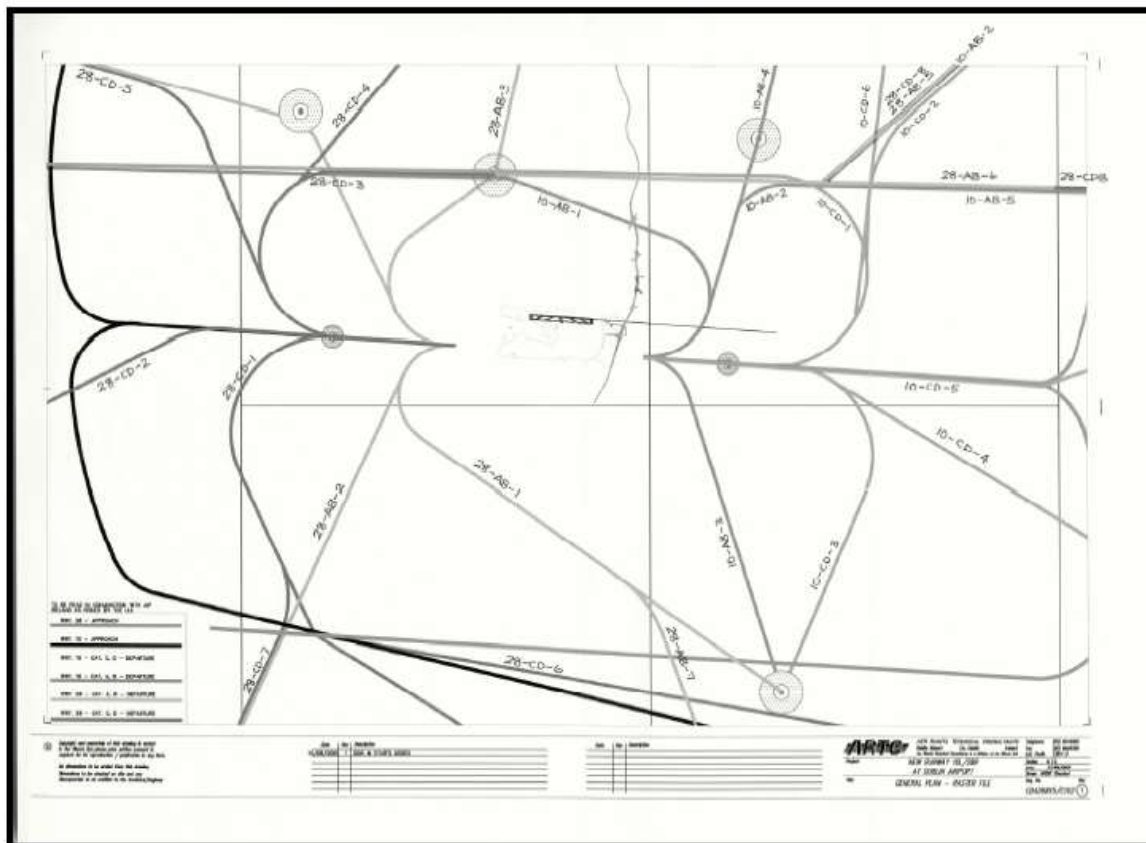
except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

Reason: In the interest of clarity and to ensure the operation of the runways in accordance with the mitigation measures set out in the Environmental Impact Statement in the interest of the protection of the amenities of the surrounding area.

In the EIS from 2004 it states in section 16.1.3.4 states:

“The flight tracks associated with the existing 10/28 runway, the existing 16/34 runway and the existing 11/29 runway are in accordance with AIP Ireland as published by the Irish Aviation Authority. For the proposed runway, it was assumed that the aircraft would join up with the tracks used for the existing 10/28 runway which was agreed with the Irish Aviation Authority to be a reasonable assumption at this stage. Appendix G3 shows the track data used”.

APPENDIX G3 Flight Tracks



In Appendix G9 of the original EIS from 2004 it states:

“For the new 10/28 runway it is assumed that aircraft using this will follow similar flight tracks to those for the existing runway. Therefore the tracks of the new runway have been sensibly joined up to the existing tracks”.

APPENDIX G9 Summary of Assumptions

Assumptions made for Dublin Airport assessment:

- ◆ Where INM does not hold records for an aircraft type, an equivalent aircraft with similar engines and range has been substituted.
- ◆ The aircraft types have been allocated a category A, B, C or D in accordance with procedure at Dublin.
- ◆ Departure flights were allocated to tracks on the basis of the SIDs (Standard Instrument Departures) and destinations as determined in discussion with the Irish Aviation Authority.
- ◆ Runway 11/29 has been assumed to have straight approach and straight departure tracks.
- ◆ Runway 16/34 and existing Runway 10/28 have approach and departure tracks in accordance with AIP Ireland as published by the Irish Aviation Authority.
- ◆ For the new 10/28 runway it is assumed that aircraft using this will follow similar flight tracks to those for the existing runway. Therefore the tracks of the new runway have been sensibly joined up to the existing tracks.

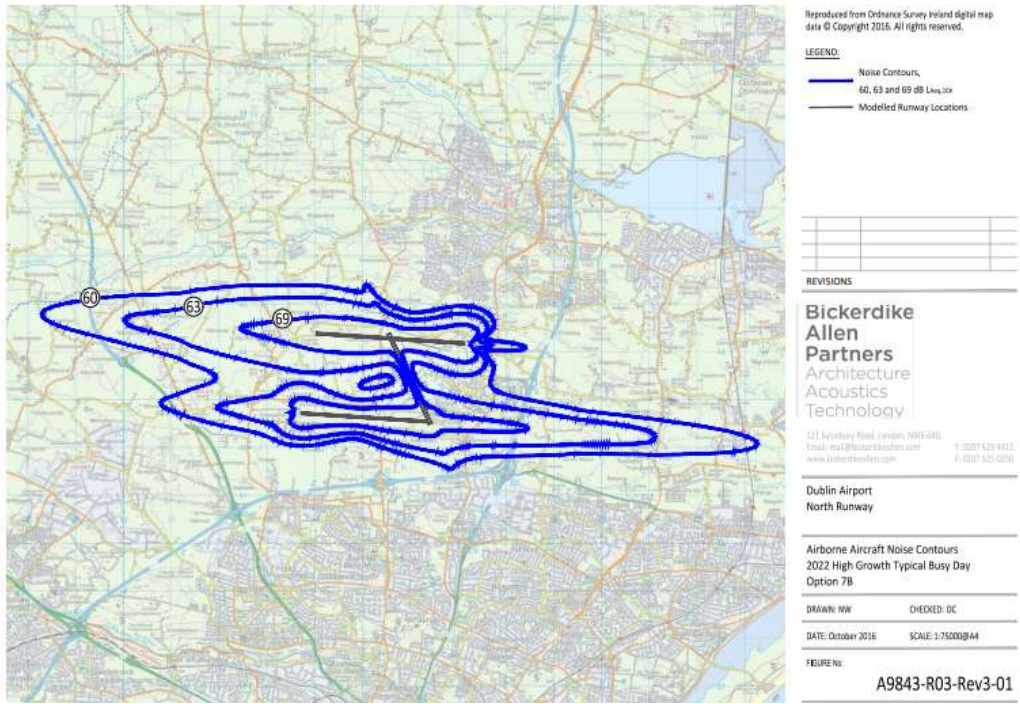
From the EIS addendum material submitted by the daa (Aer Rianta) in August 2005, figure 16.1 shows Option 7b 2025 Annoyance contours adhering to straight out operations:

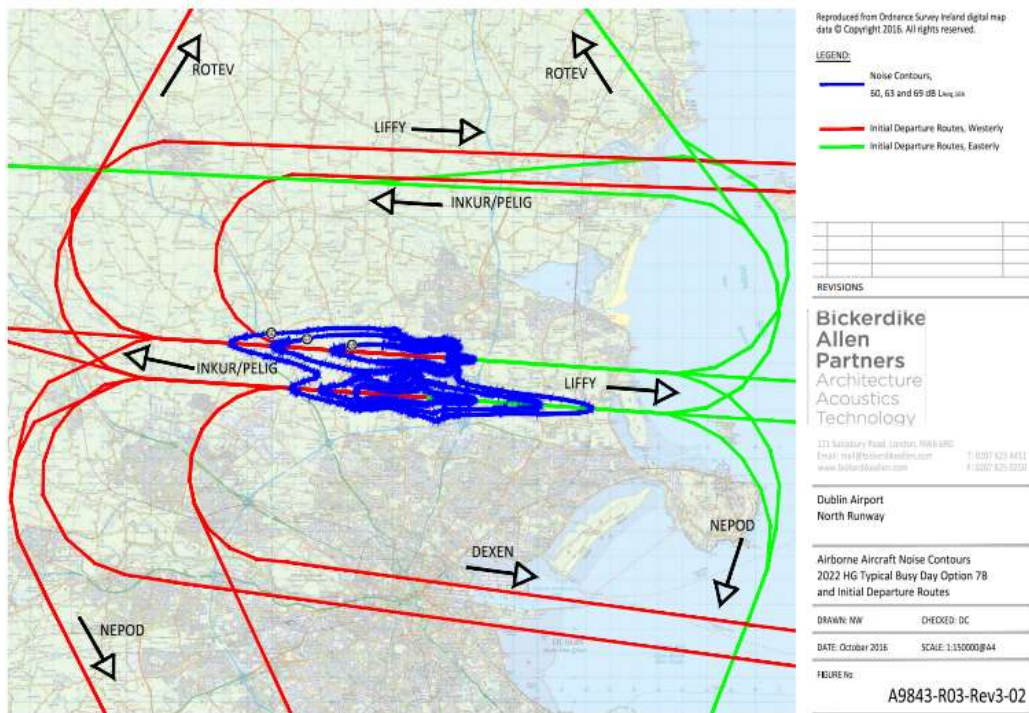


In the EIS Additional Information request material from March 2007, the 63dB contours clearly show straight out operations for the North Runway:



In a submission to Fingal County Council in 2016 for compliance with Condition 7 (Insulation scheme), BAP on behalf of the daa provided the following contours and routes for the North Runway:





This clearly proves that the daa modelled the routes and contours as straight out for the Insulation Scheme and therefore their current operations on the North Runway contravene Condition 7.

Straight out operations were also used for compliance with Conditions 6 (School Insulation scheme) and Condition 9 (Voluntary Purchase scheme) imposed by An Bord Pleanála in 2007.

In addition the daa are not complying with Condition 5 of planning of 2007. Condition 5 states:

5. 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.

On completion of construction of the North Runway, the airport should be limited to 65 flights at night across the entire airport. This is not being adhered since August 24th, 2022. As an example, from 23:00 on Saturday Sep 17th to 07:00 on Sunday Sep 18th, FlightRadar24 shows 96 aircraft movements at Dublin Airport contravening Condition 5.

As current operations on the North Runway contravene Conditions 3, 5, 6, 7 and 9 of planning application F04A/1755 and of An Bord Pleanala permission PL 06F.217429, we request that Fingal County Council immediately enforce compliance and suspend operations on the North Runway until compliance is met in full. The current operations are putting the health of residents at risk.

Yours Sincerely

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Planning Enforcement Fingal County Council

Complaint Form Regarding Alleged Unauthorised Development

(Please read the notes before completing this form)

1. Address of where the alleged unauthorised development is being carried out:	Dublin Airport and surround communities
2. Full description of the alleged unauthorised development:	daa operating divergent flight paths on the North Runway for Westerly operations contravening the 2007 Planning Permission for the North Runway (F04A/1755)
3. Date work/use commenced:	August 24 th , 2022, when operations began on North Runway
4. Name and Address of Property Owner/Occupier:	Dublin Airport Authority, Final, Co Dublin
5. Name and Address of person carrying out alleged unauthorised development:	Dublin Airport Authority and airlines departing from the airport
6. Name and Address of Developer:	Dublin Airport Authority, Final, Co Dublin
7. Any other relevant information regarding the location, previous use, etc.	Please see additional information below
8. Your name and address (this information will be kept confidential):	*
9. Your telephone number:	*
10. Your Email address:	*

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I HAVE READ THE NOTES RELATING TO THIS FORM AND UNDERSTAND THE IMPLICATIONS OF SAME

Signature: *

Signed: *

Date: *

Note: Complaints will not be investigated unless name and address are given and the form is signed

PLEASE COMPLETE THIS FORM AND EMAIL TO: planning.enforcement@fingal.ie OR POST TO ADDRESS BELOW

**Fingal County Council
Planning Enforcement
County Hall
Main Street
Swords
Co Dublin
K67 X8Y2**

ADDITIONAL INFORMATION

Site location map

