

Uimhir Thagarta Uathúil: FIN-C532-124

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Stádas: Submitted

Aighneacht: DAA

Comhairliúchán:

Proposed Material Alterations to the Draft Fingal Development
Plan 2023-2029

CHAPTER 8: Dublin Airport

Caibidil: PART 2: Proposed Amendments to the Draft Developm...» CHAPTER 8: Dublin
Airport

Select, where provided, the reference for the amendment on which you wish to comment , or for flood maps, the drawing ref number:

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I fully support this amendment as its backed up with multiple peer reviewed documents and recommended by the WHO since 2018. This is 2022 and it therefore must be included as new research and recommendations are now in existence for communities impacted by an airport. It is FCC responsibility to ensure we have an international airport but not at the detriment to the health and life expectancy of residents in fingal communities.

Remove the privileges of air traffic and include air traffic in the framework of an overall noise load analysis. This requires a fundamental revision of the Aviation Noise Act of 2007 (FluLärmG) and its design incorporating of the recent findings of research on noise effects.

Development of noise action plans at all commercial airports with binding noise reduction targets, based on the WHO recommended levels and the obligation of air traffic authorities, airport operators and airlines to comply with them.

The Irish air traffic control must be committed to the safe, orderly, low-noise and smooth handling of air traffic;

Introduction of curfews between 10 p.m. and 6 a.m. at all Irish airports to protect the sleep of local residents;

Abusive use of slots (e.g. regular violations of night curfews, intentional take-off delays into the night) and the causing avoidable noise must be sanctioned.

The rights of citizens and municipalities affected by air traffic to participate in decisions are strengthened;

Eugene Dumitras

Ceangaltáin:

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