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10 Sep. 2023

Irish Aviation Authority
via e-mail

SAFETY REPORT: Dangerously conflicting procedure tracks at EIDW

Dear Sir/Madam,

I am a private pilot and a civil engineer living in Ashbourne since 2008. I have been working with a small group to propose a fix to the noise problem created by a decision by the DAA and AIRNAV Ireland to deviate the departure track from R28R towards the north instead of deviating the R28L missed approach to the south.

During the analysis of the various tracks involved it has come to my attention that the R28L missed approach is in direct conflict with the R28R departure tracks and I believe an unsafe condition exists. I am notifying the IAA that I believe urgent action is required.

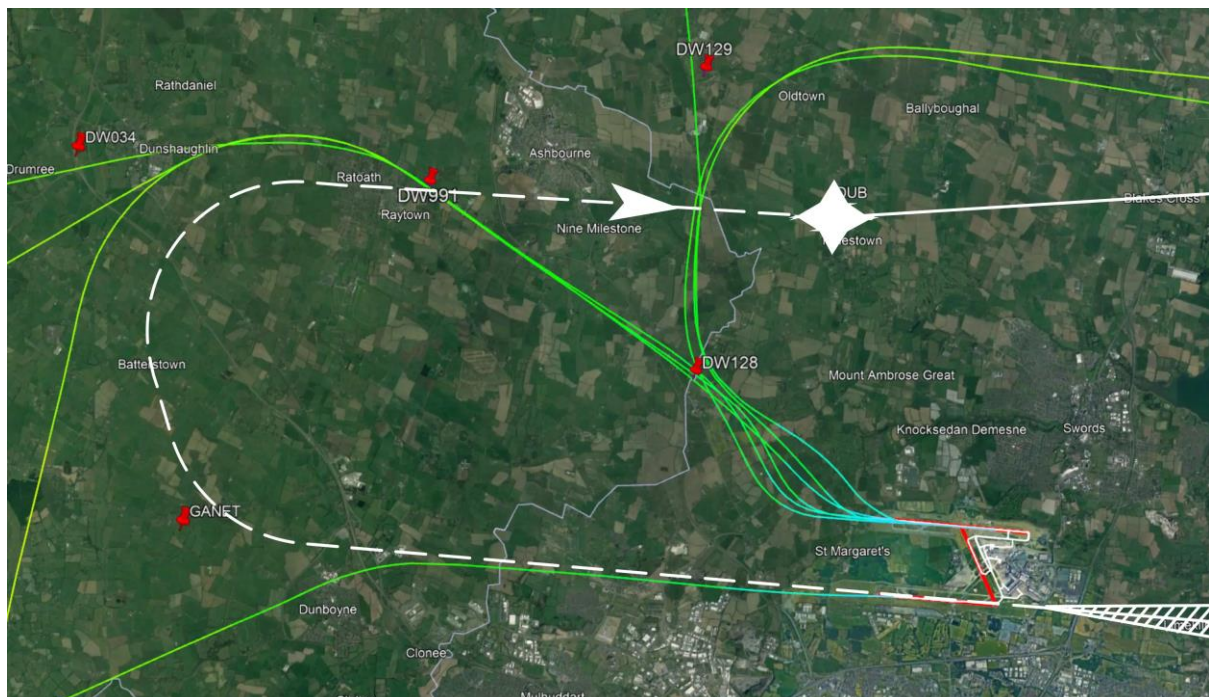


Figure 1 R28L missed approach in conflict with departures

Figure 1 above shows the missed approach in Google Earth overlaid with departure tracks downloaded from FlightRadar24. As can be seen the departure traffic crosses the missed approach track at Ratoath and to the east of Ashbourne.

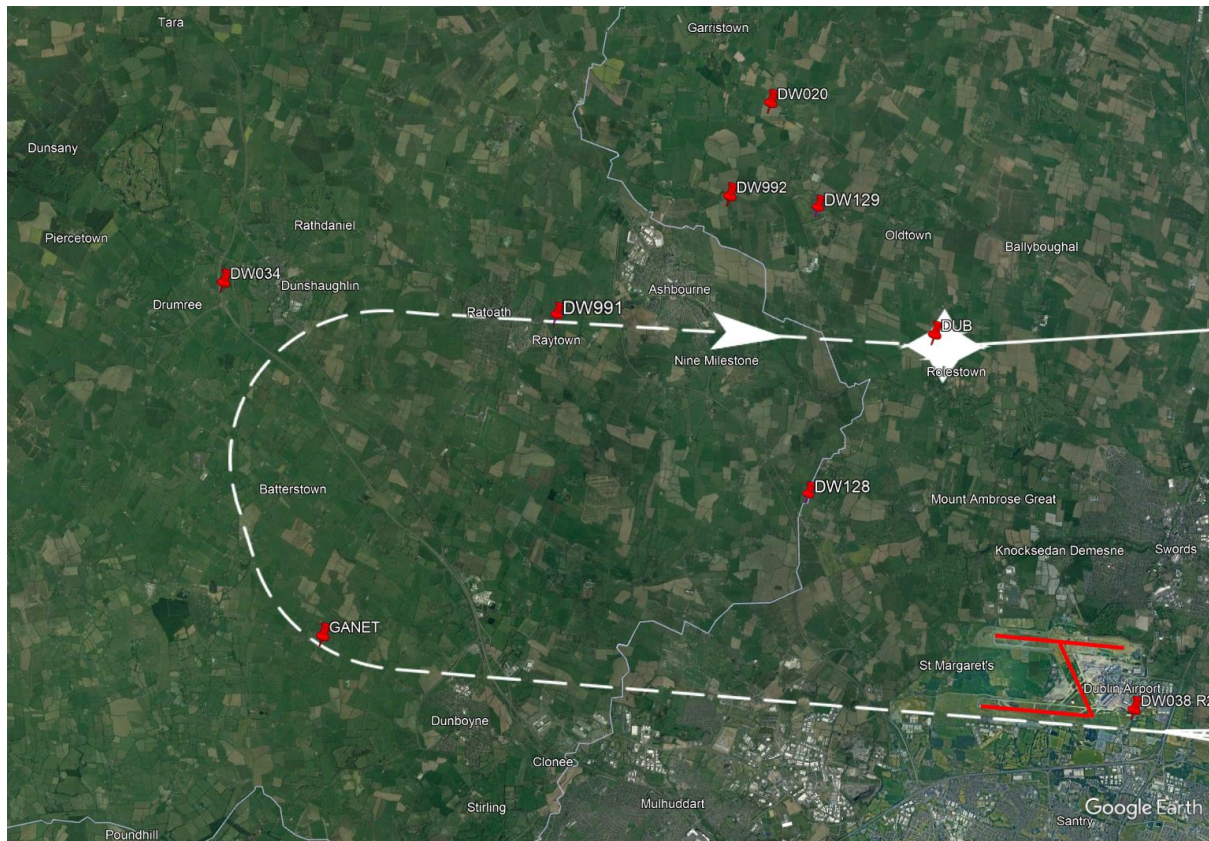


Figure 2 Missed approach and relevant waypoints

Figure 2 shows the area for comparison to the 1 Sept 2023 track data shown in Figure 3. Of the 300+ departures from the north runway daily the majority either intersect the missed approach or track on the opposing heading. While vertical separation might be adequate in theory, it not a safe practice to create such unnecessary conflicts between procedures, especially with the potential to place aircraft on reciprocal tracks in the same volume of airspace.

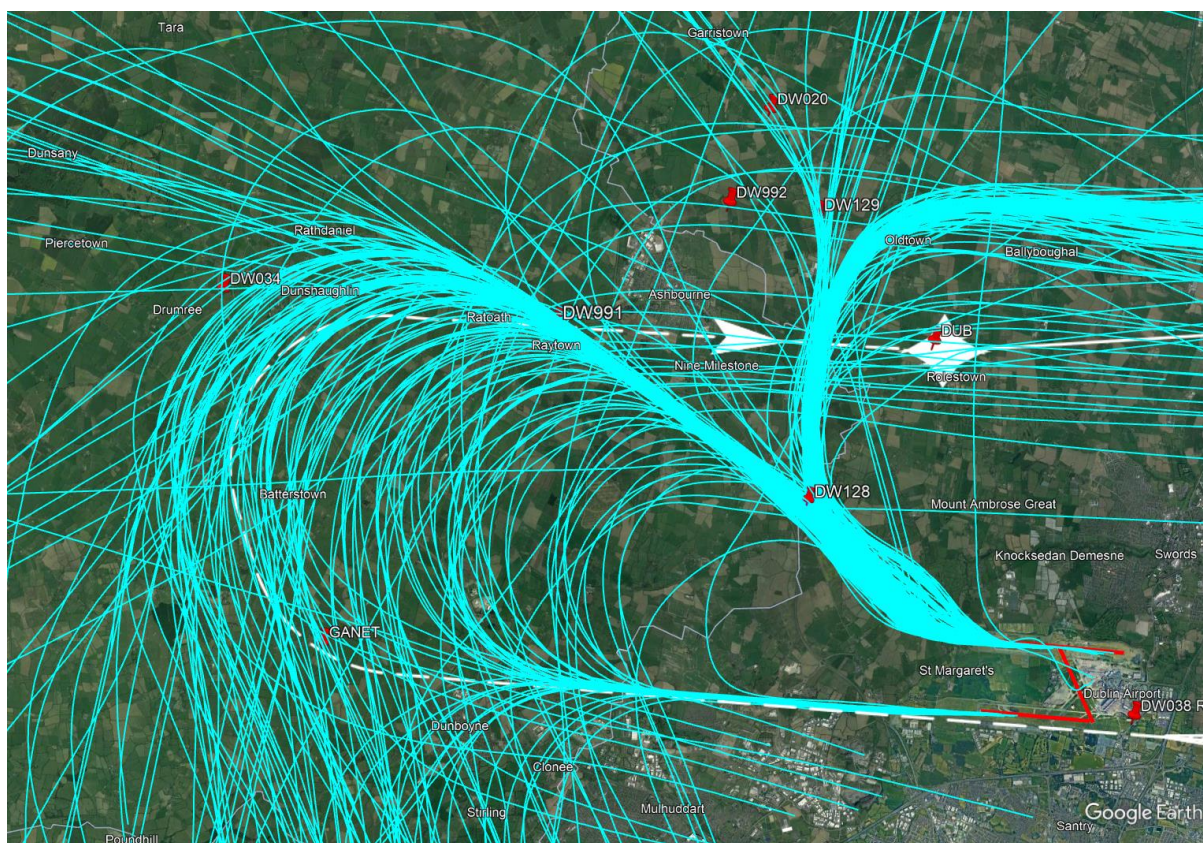


Figure 3 24 hours of ADSB data overlaid with missed approach track in Google Earth

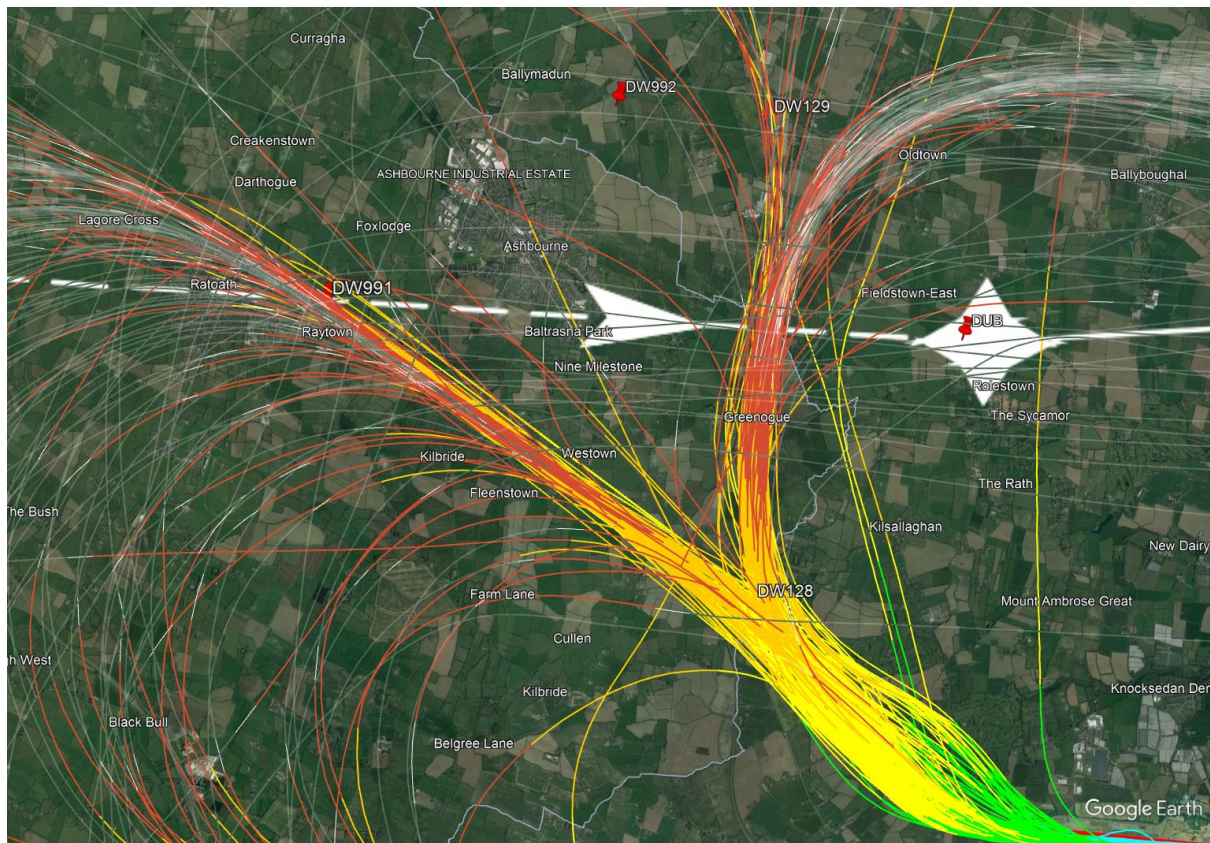


Figure 4 Conflict zone between missed approach and departures overhead where 26,000 people live

In Figure 4 and Figure 5 colour coding has been used to visualize altitude. Noting that the track data is at standard pressure 1013hPa rather than QNH it is alarming the number of orange and some yellow tracks that are very close vertically to the 3000ft altitude of the missed approach in this area while intersecting the missed approach track.

Yellow = 2000-3000 MSL

Orange = 3000 – 4000 MSL

Red = 4000 – 5000 MSL

White = 5000+ with opacity reduced to aid in decluttering

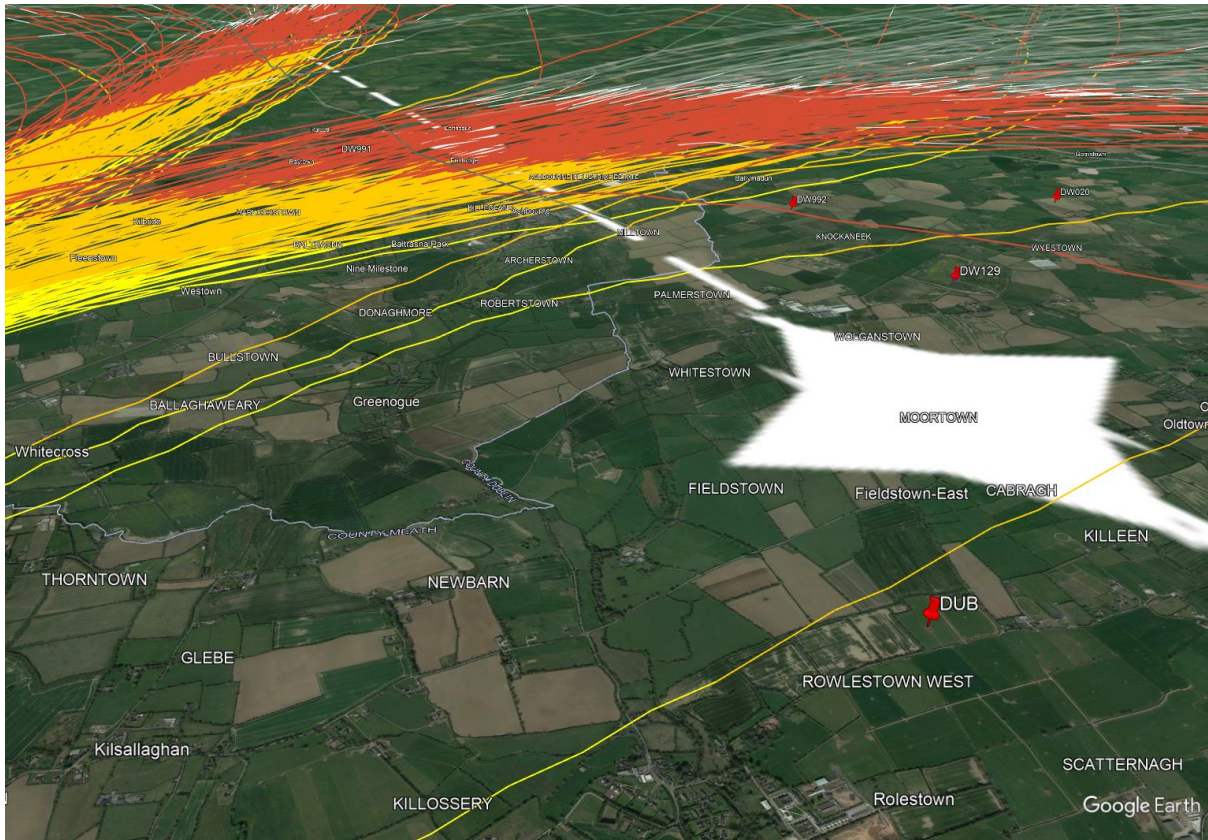


Figure 5 3D view of the conflict zone with altitude colour coding

Despite DW991 having a minimum altitude of 4000MSL, orange tracks are visible, aircraft are passing through this area reporting altitudes as low as 3100ft. Neither DW128 nor DW129 appear to have any altitude restriction on the SID thus aircraft are routinely flying straight through the missed approach at the missed approach altitude.

While the primary purpose of this communication is to alert IAA to this conflict, it is worth noting that diverting the R28L missed approach 30 degrees south at DAP would solve this conflict as well as removing the requirement for the departure turns to the north from R28R ending the practice of needlessly overflying 30,000 people at low altitude.

Please acknowledge receipt of this safety notification and ensure appropriate remedial action is taken as a matter of urgency.

Regards,

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