

RE: Internal Appeal under AIE Regulations – Failure to Respond (Request dated 1 May 2025)



From AIE <AIE@airnav.ie>
To Gareth O'Brien <gobrien@yupon.com>
Date 2025-07-07 12:24

 Part 2.eml (~17 MB)  Dublin Airport Departure routes V2.1.pdf (~6.4 MB)  Dublin Airport North Runway Proposal v4.0.pdf (~3.8 MB)
 EI_AD_2_EICK_24-19-1_en.pdf (~570 KB)  IAA_Safety_Report_2023-09-10.pdf (~1.8 MB)  Part 3.eml (~1.1 MB)  daa letter 20231117.rtf (~210 KB)

Dear Mr. O'Brien,

I refer to your request received by AirNav Ireland submitted under the European Communities (Access to Information on the Environment) Regulations 2007 to 2018.

We have processed your request and set out our response below.

Records of Analysis and Related Work Products

Following a thorough search, AirNav Ireland has identified the following records relevant to your request:

- **Email correspondence** dated 1 November 2023 from Mr. Gary McClean, Managing Director of Dublin Airport, requesting that AirNav review the appropriate regulations to assess whether there was any merit to the assumptions outlined in the proposal presented by Mr. O'Brien and Mr. Beggan.
- **Email correspondence** dated 5 November 2023 summarising a meeting between AirNav's Airspace and Navigation Manager and A.S.A.P., an approved and certified Instrument Flight Procedure Design organisation, regarding the proposal's assumptions and feasibility.
- **Letter** dated 17 November 2023 emailed to Mr. Gary McClean, providing AirNav's response to the request of 1 November 2023.

These records are attached to this email in electronic format.

Please note that no additional modelling, simulations, or technical assessments beyond the regulatory review and discussion with A.S.A.P. were commissioned or undertaken by AirNav Ireland. No internal reports, technical studies, or presentations were prepared by AirNav in this context.

Kind regards,
Deirdre

From: Gareth O'Brien <gobrien@yupon.com>
Sent: Friday 4 July 2025 16:22
To: AIE <AIE@airnav.ie>
Cc: Peter Kearney <Peter.Kearney@airnav.ie>; Info <Info@airnav.ie>; FOI <foi@airnav.ie>
Subject: Internal Appeal under AIE Regulations – Failure to Respond (Request dated 1 May 2025)

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To: AIE Appeals Officer
AirNav Ireland
The Times Building,
11–12 D'Olier Street,
Dublin 2, D02 T449

Subject: Internal Appeal under AIE Regulations – Failure to Respond (Request dated 1 May 2025)

Date: 4 July 2025

Dear Appeals Officer,

I am writing to lodge an **internal appeal** under Article 11 of the European Communities (Access to Information on the Environment) Regulations 2007 to 2018 (the "AIE Regulations") regarding my AIE request submitted on **1 May 2025**.

That request sought access to environmental information held by AirNav Ireland regarding the proposal submitted by the North Runway Technical Group (or as Kenny Jacobs insists, The Ashbourne Pilots Group) and forwarded by daa, specifically concerning:

- The RWY28L missed approach and RWY28R SID procedures;
- All related work products, assessments, communications, and personnel qualifications;
- AirNav's regulatory or contractual role in the procedure design and implementation.

To date, I have **not received any acknowledgment or response** from AirNav Ireland. As such, this constitutes a **deemed refusal** of my request

under Article 10(7) and 11(4) of the AIE Regulations, which stipulate that a public authority must respond within one month (or two months in exceptional cases, with notice).

No such extension was notified or justified. The statutory timeframe has now long expired.

Accordingly, I respectfully request:

1. That this appeal be processed without delay;
2. That the requested environmental information be released in full;
3. That, in accordance with Article 11(5)(a), reasons be provided if any information is withheld—along with public interest justifications;
4. That this appeal be reviewed by a more senior staff member not involved in the original failure to act.

Please confirm receipt of this appeal and advise when a decision can be expected. If no response is received within one month, I will refer this matter to the Commissioner for Environmental Information without further notice.

Yours sincerely,
Gareth O'Brien BE (Civil), MSc
North Runway Technical Group
24 White Ash Park,
Ashbourne, Co Meath, A84 H563
Email: gobrien@yupon.com
Phone: +353-87-277-928

On 2025-05-01 15:26, Gareth O'Brien wrote:

Dear AirNav Ireland AIE Officer,

Pursuant to the European Communities (Access to Information on the Environment) Regulations 2007 to 2018, I hereby request access to the following environmental information held by AirNav Ireland:

1. **All work products** associated with AirNav Ireland's analysis of the proposal submitted by the North Runway Technical Group (aka Ashbourne Pilots Group) to the daa and forwarded to AirNav according to public statements by daa CEO Kenny Jacobs, regarding the modification of the RWY28L missed approach and the RWY28R Standard Instrument Departure (SID), including but not limited to:
 - Internal reports, memos, briefings, and communications;
 - Any modelling, simulations, or technical assessments conducted during this analysis period;
 - Minutes or records of any meetings or discussions concerning the analysis.
2. **A copy of any conclusions** or summary outcomes reached regarding the proposal—or, if no formal conclusions were reached, an explanation as to why a definitive conclusion could not be produced following the reported five-month analysis period.
3. **Clarification** on whether AirNav Ireland considers itself to have had any regulatory or advisory duty to ensure that flight procedures implemented by Dublin Airport Authority (daa) were compliant with the aerodrome's planning conditions, and whether such duty was fulfilled in the context of RWY28R departures.
4. **Identification of personnel** responsible for the design and/or assessment of the RWY28R SID, including their qualifications, expertise, and professional experience supporting their designation as "experts" in aerodrome design.
5. **Clarification of AirNav Ireland's role:** Whether AirNav Ireland carried out its assessment and procedural work as a public authority under its statutory functions or was engaged by daa on a private contractual basis. If the latter, please provide details of the contractual or legal framework underpinning that engagement.

Please provide the requested information electronically, by email to gobrien@yupon.com. If any part of this request is considered to fall under an exemption, I request that you supply the remainder of the information sought and provide detailed reasoning for any refusal or partial refusal, including the public interest factors considered.

This work, if it was performed, would have been after a meeting with AirNav staff, NRTG, the daa CEO and the managing director of Dublin Airport, in Kenny Jacobs' office at Dublin Airport on or about 28th October 2023.

I look forward to your acknowledgment of this request within the required timeframe and a full substantive response as soon as possible thereafter.

Yours sincerely,
Gareth O'Brien BE (Civil), MSc
North Runway Technical Group
24 White Ash Park,
Ashbourne, Co Meath, A84 H563
Email: gobrien@yupon.com
Phone: +353-87-277-9281 Mobile

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Subject	EIDW RWY 28L Missed Approach-Update following meeting with ASAP
From	Cathal MacCriostail <Cathal.MacCriostail@airnav.ie>
To	Paul McCann <Paul.Mccann@airnav.ie>, Darren Pollard <Darren.Pollard@airnav.ie>, Gwen Morgan <Gwen.Morgan@airnav.ie>
Copy	Terry Symmans <Terry.Symmans@airnav.ie>, Stephen Byrne <Stephen.Byrne@airnav.ie>, David Usher <David.Usher@airnav.ie>
Date	2023-11-05 10:06

Dear Paul, Darren and Gwen,

Terry and I met with ASAP this morning. I'm copying Stephen Byrne in this update as he has very close knowledge of the origin of the current IFPs and the associated ATC Procedures.

Main output: Ian will look at the calculations of a higher Missed Approach Climb Gradient (MACG) (4.3%) reflect9ng the proposal in the second presentation attached, and the minimum 2.5% gradient as currently published.

Some comments from our discussion:

1. "2.5% for obstacles and 6.6%" as in EICK RWY16: What this means is that the Missed approach has been calculated at 2.5% (for terrain) and 6.6% to ensure clearance from uncontrolled airspace. The design has to cater for the minimum performance (with engine out) of 2.5% to be assured that the aircraft in a missed approach is terrain safe.
2. ASAP have confirmed that it is possible to apply an increased MACG, subject to Regulatory approval (as per ICAO DOC8168 VOL II)
3. ***This is only a small part of the overall picture and completes the initial ask, as discussed on Friday afternoon***
4. What also would have to be considered is:
 - What is the Minimum Obstacle Clearance at both 2.5% and 4.3% which in turn will define the turning waypoint (DAP as per the pilot's proposal).
 - Dependent on this, the "DAP" turning waypoint may move further West before turning
 - We have asked in the calculations, to profile the climb gradient to ensure *3000feet by 3NM* before Weston AOR/*4000feet by 3NM* before EIME
 - The effect on the approach OCA/H for arrivals (RWY28L) may be affected and will be a later consideration
 - Also needed is the calculation of the Start of Climb (SOC) and the Earliest Turning Point (ETP)
 - Based on the proposed track of the pilots' group, there is now a question of what happens in the later stages of the Missed Approach:
 - The proposed track terminates at UMOWI and this waypoint will ***not allow*** aircraft transition to LAPMO to commence another approach
 - This may then mean that the missed approach has to continue to OBINU to commence another approach or Hold (extra track miles for fuelling)
 - The only other alternative is that the missed approach aircraft would route to LAPMO to Hold at 4000feet – Which would need to be assessed by ATC

Final comment on the last attachment: **"SAFETY REPORT: Dangerously conflicting procedure tracks at EIDW"**: has this report been verified? Reflecting the overall proposals from the Pilot group, it shows a real lack of understanding of ATM, which only adds to the frustration in this.

Regards,

Cathal and Terry

Subject RE: North Runway meeting: Thank you!
From Darren Pollard <Darren.Pollard@airnav.ie>
To Gary McLean <Gary.McLean@dublinairport.com>
Copy Paul McCann <Paul.Mccann@airnav.ie>, Gwen Morgan <Gwen.Morgan@airnav.ie>
Date 2023-11-17 11:18

Hi Gary,

Please find attached letter in response to the request below.

I would like to discuss further with you when that suits.

Thanks,
Darren



Darren Pollard
General Manager Terminal Services | AirNav Ireland
P: +353 1 806 7321 M: +353 87 632 9992
E: darren.pollard@airnav.ie
A: Control Tower Building, Cloghran, Co. Dublin

From: Gary McLean <Gary.McLean@dublinairport.com>
Sent: Wednesday, November 1, 2023 10:48 PM
To: Darren Pollard <Darren.Pollard@airnav.ie>
Cc: Paul McCann <Paul.Mccann@airnav.ie>
Subject: RE: North Runway meeting: Thank you!

Hi Darren,

As discussed today, we would like to request that you review the appropriate regulations to understand if there is any merit to the different assumptions being outlined in this proposal regarding the missed approach.
I would be happy to jump on a call around lunchtime tomorrow if you and Paul wish to discuss but happy if this email is enough to allow you do this review and we can discuss the output of the review instead.
When you get time to consider, you might confirm a likely time frame to conclude this review so I can manage expectations on our side.

Regards
Gary



.....
Gary McLean,
Managing Director - Dublin Airport
M: +353 87 6259881
E: Gary.McLean@dublinairport.com
.....

Document Classification: Class 1 - General

From: Darren Pollard <Darren.Pollard@airnav.ie>
Sent: Tuesday 31 October 2023 13:54
To: Gary McLean <Gary.McLean@dublinairport.com>
Cc: Paul McCann <Paul.Mccann@airnav.ie>
Subject: RE: North Runway meeting: Thank you!

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Hi Gary,

I've forwarded this email to Paul and we have discussed last Friday's meeting.

Paul and I would like to meet with you to discuss how you see this particular item progressing and also take the opportunity to go through the options for RWY 10L.

Would you be available on either Thursday or Friday of this week to meet?

Darren



Darren Pollard
General Manager Terminal Services | AirNav Ireland
P: +353 1 806 7321 M: +353 87 632 9992
E: darren.pollard@airnav.ie
A: **Control Tower Building, Cloghran, Co. Dublin**

Document Classification: Class 1 - General

From: Gary McLean <Gary.McLean@dublinairport.com>
Sent: Monday, October 30, 2023 9:40 AM
To: Darren Pollard <Darren.Pollard@airnav.ie>; Gwen Morgan <Gwen.Morgan@airnav.ie>
Subject: Fwd: North Runway meeting: Thank you!

FYI.....

Sent from [Outlook for iOS](#)

Document Classification: Class 1 - General

From: Gareth O'Brien <gobrien@yupon.com>
Sent: Sunday, October 29, 2023 5:11 p.m.
To: Gary McLean <Gary.McLean@dublinairport.com>; Kenny Jacobs <kennyj.jacobs@daa.ie>
Cc: Jenny Tyrrell <jenny.tyrrell@dublinairport.com>; Bryan Beggan <Bryanbeggan@gmail.com>
Subject: North Runway meeting: Thank you!

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Gary and Kenny,

Thank you for organizing the meeting and the time you spent with us on Friday. I have attached PDF versions of both presentations along with the Cork airport approach chart showing a 6.6% missed approach climb gradient. Apparently exceeding the 2.5% standard gradient is not beyond the pale for IAA regulations; hopefully this helps AirNav's efforts to make a southerly missed approach turn work.

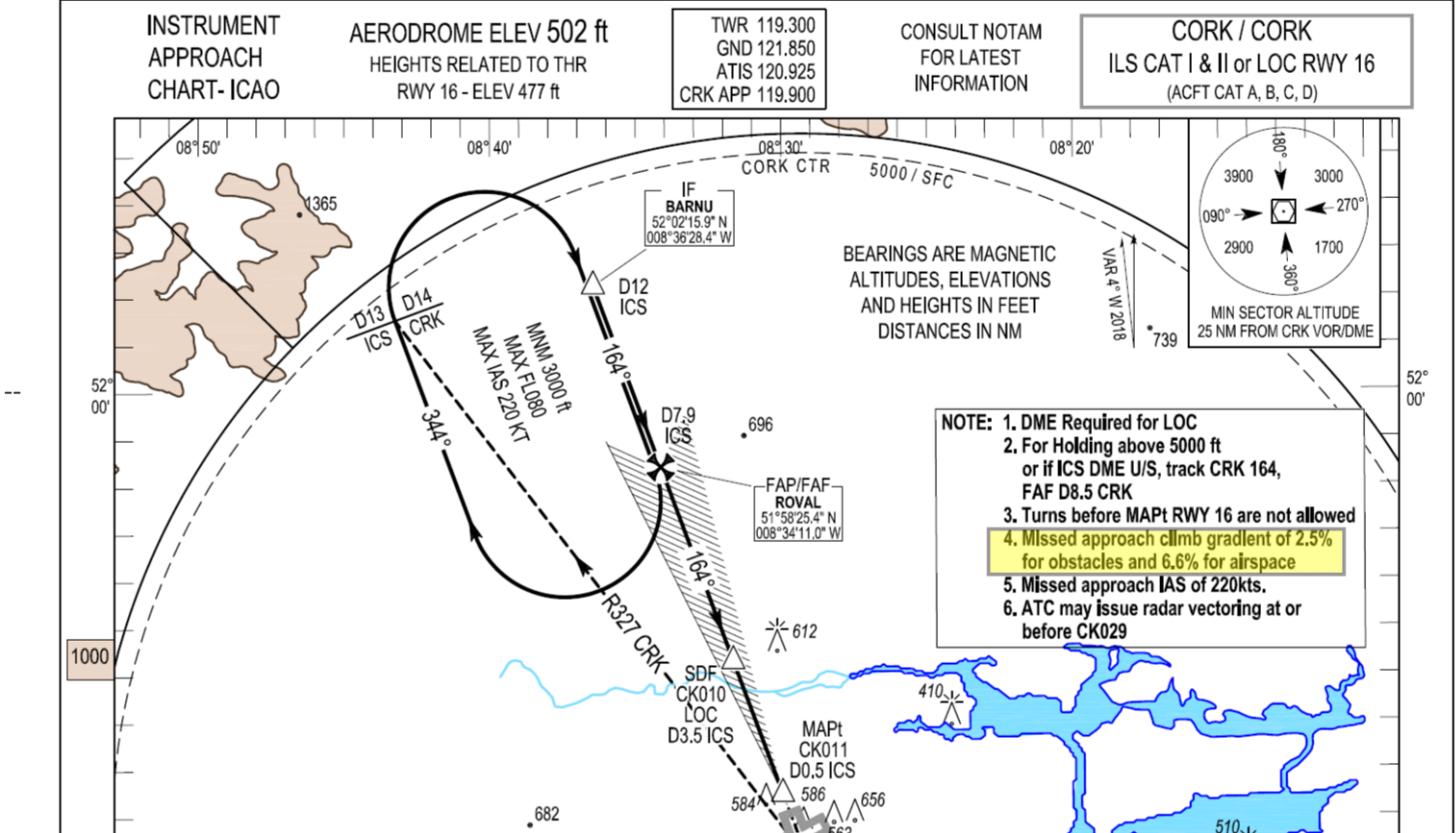
The other attachment is my report to IAA regarding the faulty 28L missed approach procedure that still remains operational. Departure aircraft from the north runway are penetrating the 28L missed approach at 3000ft on a daily basis. This is a potentially disastrous situation that should be addressed urgently.

As discussed in the meeting we want this to be a collaborative effort intended to generate a win-win outcome. With this in mind our group members have agreed to my request not to mention externally for now that we met the daa. I had already postponed meetings with journalists in advance of last Friday's meeting and am delaying them a further 3 weeks to allow AirNav a chance to engage in the process.

Please do stay in touch and let us know what AirNav comes up with.

Regards,

Gareth



Gareth O'Brien
+353-87-277-9281 Mobile

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