Briefing to
St Margaret’s CLG
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Irish Aviation Authority
Paul McCann
General Manager Terminal Services
Flight Path Development

- The Irish Aviation Authority develops Instrument Flight Procedures (IFPs) under the terms of a Service Level Agreement with the Dublin Airport Authority (daa).

- The initial (and most safety-critical) segments of departures (up to 3000ft) are restricted to following the runway centre-line (except for non-jet aircraft which are permitted to turn at 750ft at the end of the runway)

- For landing aircraft these are following the appropriate runway centre-line from approximately 6NM from the airport
The daa Noise & Flight Track Monitoring Analyst forwards appropriate Noise Complaints to Dublin ATC.

Complaints are examined by a specialist air traffic controller who replays radar and audio recordings to identify reasons for aircraft deviation from procedures.

There are a number of primary reasons including weather avoidance, ensuring safe traffic separation as well as human pilot or controller error (99+% associated with weather or safety).

The Dublin ATC Operations Manager monitors trends and debriefs and advises the ATC staff if necessary.

Results of this evaluation and causes are fed back to the daa.
The routes in the immediate vicinity of the airport have not changed in the last 10 years – however, because of the vast increase in aircraft using the airport, these routes are flown more frequently.

New departure and arrival routes will be introduced associated with the new North Runway (NR).

The tracks of these routes (below 3000’) are the ultimate responsibility of the daa – the IAA’s job is to safely and efficiently operate the routes.

The daa is employing significant resources to assess the noise effect of the additional routes and will be engaging with Fingal Council Council.
Restriction of Turns over St Margaret’s’s

• The following procedure was introduced on 14th February following consultation

• Its purpose is aimed at reducing noise experienced at night time by residents in the St Margaret’s area.

• Between the hours of 0001 and 0600 local, North Sector non-jet departures from Runway 28 shall not be issued with a Standard Instrument Departure.

• Aircraft but will be given a non-standard climb-out, which is to track extended runway centre-line
Thank you!