

Emirates EK039 A380-842 from Dubai to Birmingham missed approach 28th November 2024



Michael Pierre de Villiers

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Title page: Birmingham Airport's undulating runway seen from the threshold of runway 15 on the 5th December 2024 1341 UTC.

ABOUT THE AUTHOR

Michael Pierre de Villiers was born in Durban, South Africa. He was trained to World Meteorological Organization class one meteorologist and multi-discipline weather forecaster in the South African Weather Service where he reached the rank of Director. He served on a weather ship in the South Atlantic. He served on World Meteorological Organization expert teams and was World Meteorological Organization rapporteur for the Africa region. He was also a commercial pilot and flying instructor. More recently he was a weather forecaster in the United Arab Emirates, then in England. Now retired.

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Emirates EK039 A380-842 from Dubai (OMDB) to Birmingham Airport (EGBB) missed approach 2024-11-28

Michael Pierre de Villiers

I was at the Birmingham Airport RWY 15 threshold view site when Emirates Airlines A380-842 (8 years) A6-EUO flight 039 executed a RWY 15 missed approach at 11:52:05Z (Universal Time Coordinated or GMT of old) at 400ft AGL (122m Above Ground Level) climbing to 2500ft (785m) before beginning a right hand turn to a downwind circuit at 3500ft (1090m) for a second successful approach to RWY 15 at 12:02:15Z landing at 12:05:57Z (figure shown on the next page).

I captured photographs of the aircraft passing overhead at 11:52Z and again a few seconds later (shown below). In the first image the undercarriage is already being retracted and fully retracted in the second image with flaps being retracted.



I then captured three photographs on the second approach at 12:05Z (seen below).



The photographs show the aircraft approaching the camera, flaps and slats extended and undercarriage down. Then past the camera. Then over the runway threshold. Camera times are to the nearest minute and correlate closely with the FlightAware track log (shown last page).

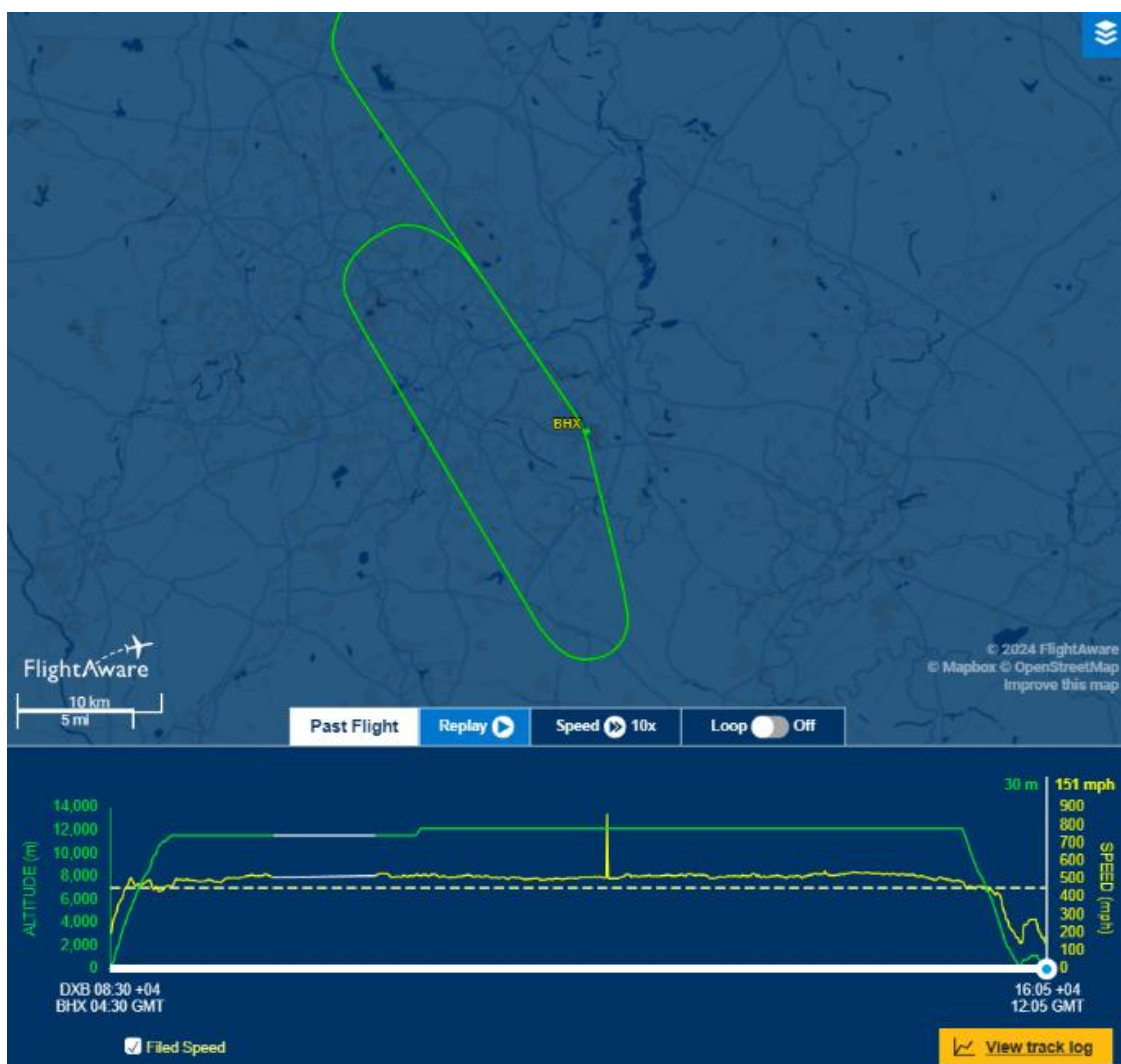
I captured an earlier photograph of the previous aircraft, a Pegasus Airlines (Turkish low-cost airline) A320neo registration TC-



NCK, passing me on very short final at 11:50Z (time to the nearest minute). That is, approximately 2 minutes before the Emirates A380 was in a similar position. Photograph on the next page.

I did at first think there was a problem with the landing flaps. Perhaps not fully extended or asymmetric extension. Hence the missed approach. The A380 must have been in correct trim for landing. The Emirates flight crew would not have continued a non-stabilised approach. From my position I could not see the far end of the runway. I can only assume the Pegasus aircraft had not cleared, or not completely cleared, the runway after landing. Therefore, requiring the Emirates A380 executing a missed approach.

The image below, courtesy of FlightAware, is the flight track showing the initial left hand turn to the RWY 15 approach, the missed approach to the south and the right hand circuit to the second approach. The graphic below in the image shows the flight altitude profile. That is, altitude above sea level.



Was there insufficient time separation between the Emirates A380 and the Pegasus A320neo? Did the Pegasus aircraft take longer than expected to clear the runway. This can happen, such as still being too fast to take an earlier exit from the runway. The airport was not particularly busy. There was 6 minutes between the Emirates aircraft and a following Saudi Arabia Airlines aircraft. Or, was the A380 cabin still not secure for landing? That is, passengers settled and/or everything stowed ready for landing. This is very much doubted.

Below, courtesy of FlightAware, is the track log from shortly before beginning the missed approach to finally landing. Notice the times are US Eastern time. Five hours must be added for Zulu (UTC time).

Time (EST)	Latitude	Longitude	Course	kts	mph	meters	Rate	Reporting Facility
Thu 06:49:35	52.5632	-1.8699	↘ 146°	158	182	716	-267 ⬇️	FlightAware ADS-B (EGBW)
Thu 06:50:05	52.5454	-1.8500	↘ 146°	150	173	587	-251 ⬇️	FlightAware ADS-B (GLO / EGBJ)
Thu 06:50:35	52.5287	-1.8314	↘ 146°	149	171	465	-245 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 06:51:01	52.5137	-1.8146	↘ 146°	146	168	358	-250 ⬇️	Surface and Near-Surface
Thu 06:51:17	52.5053	-1.8053	↘ 146°	133	153	290	-243 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 06:51:33	52.4973	-1.7964	↘ 146°	126	145	229	-214 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 06:51:49	52.4898	-1.7880	↘ 146°	126	145	175	-200 ⬇️	FlightAware ADS-B (EGBO)
Thu 06:52:05	52.4822	-1.7796	↘ 146°	130	150	122	157 ⬆️	FlightAware ADS-B (BHX / EGBB)
Thu 06:52:21	52.4734	-1.7699	↘ 146°	130	150	259	586 ⬆️	FlightAware ADS-B (BHX / EGBB)
Thu 06:52:37	52.4653	-1.7608	↘ 146°	127	146	434	643 ⬆️	FlightAware ADS-B (EGBD)
Thu 06:52:53	52.4577	-1.7528	↘ 151°	133	153	602	629 ⬆️	FlightAware ADS-B (EMA / EGNX)
Thu 06:53:09	52.4479	-1.7476	↓ 166°	149	171	770	357 ⬆️	FlightAware ADS-B (BHX / EGBB)
Thu 06:53:25	52.4358	-1.7428	↓ 166°	196	226	792	14 ⬆️	FlightAware ADS-B (EGBO)
Thu 06:53:41	52.4210	-1.7367	↓ 166°	213	245	777	-14 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 06:53:57	52.4055	-1.7304	↓ 166°	213	245	785	14 ⬆️	FlightAware ADS-B (GLO / EGBJ)
Thu 06:54:13	52.3895	-1.7239	↓ 166°	212	244	785		FlightAware ADS-B (EGNA)
Thu 06:54:35	52.3689	-1.7159	↓ 166°	212	244	785		FlightAware ADS-B (BHX / EGBB)
Thu 06:55:00	52.3439	-1.7062	↓ 169°	213	245	785	33 ⬆️	FlightAware ADS-B (CVT / EGBE)
Thu 06:55:17	52.3284	-1.7077	↓ 198°	218	251	808	121 ⬆️	FlightAware ADS-B (GLO / EGBJ)
Thu 06:55:34	52.3158	-1.7250	↗ 240°	225	259	853	157 ⬆️	FlightAware ADS-B (EMA / EGNX)
Thu 06:55:52	52.3124	-1.7561	↖ 277°	230	265	899	157 ⬆️	FlightAware ADS-B (CVT / EGBE)
Thu 06:56:09	52.3211	-1.7814	↖ 315°	234	269	945	152 ⬆️	FlightAware ADS-B (EGBM)
Thu 06:56:25	52.3353	-1.7974	↖ 329°	237	273	983	139 ⬆️	FlightAware ADS-B (BHX / EGBB)
Thu 06:58:55	52.4770	-1.9349	↖ 329°	239	275	1,090		FlightAware ADS-B (LPL / EGPP)
Thu 06:59:25	52.5060	-1.9632	↖ 329°	240	276	1,090		FlightAware ADS-B (BHX / EGBB)
Thu 06:59:53	52.5318	-1.9882	↖ 332°	224	258	1,090	-31 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 07:00:09	52.5468	-1.9948	↑ 4°	213	245	1,067	-188 ⬇️	FlightAware ADS-B (EGBO)
Thu 07:00:27	52.5633	-1.9819	↗ 44°	194	223	983	-343 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 07:00:45	52.5716	-1.9641	↗ 55°	183	211	861	-444 ⬇️	FlightAware ADS-B (EGBG)
Thu 07:01:02	52.5802	-1.9428	↗ 63°	181	208	724	-318 ⬇️	FlightAware ADS-B (GLO / EGBJ)
Thu 07:01:21	52.5806	-1.9183	→ 108°	175	201	671	-157 ⬇️	FlightAware ADS-B (EGWC)
Thu 07:01:37	52.5756	-1.9007	↖ 117°	171	197	632	-134 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 07:01:55	52.5688	-1.8808	↖ 128°	168	193	594	-120 ⬇️	FlightAware ADS-B (EGBO)
Thu 07:02:15	52.5577	-1.8645	↖ 144°	150	173	556	-104 ⬇️	FlightAware ADS-B (EGBW)
Thu 07:02:39	52.5445	-1.8490	↖ 145°	149	171	518	-110 ⬇️	FlightAware ADS-B (EGNA)
Thu 07:03:09	52.5271	-1.8296	↖ 146°	152	175	457	-186 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 07:03:33	52.5134	-1.8143	↖ 146°	143	165	351	-251 ⬇️	Surface and Near-Surface
Thu 07:03:49	52.5049	-1.8048	↖ 146°	130	150	290	-229 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 07:04:05	52.4970	-1.7959	↖ 146°	126	145	229	-214 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 07:04:21	52.4895	-1.7876	↖ 146°	126	145	175	-214 ⬇️	FlightAware ADS-B (CVT / EGBE)
Thu 07:04:37	52.4816	-1.7789	↖ 146°	128	147	114	-214 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 07:04:53	52.4743	-1.7709	↖ 146°	131	151	61	-229 ⬇️	FlightAware ADS-B (EGBO)
Thu 07:05:09	52.4656	-1.7612	↖ 146°	130	150		-257 ⬇️	FlightAware ADS-B (BHX / EGBB)
Thu 07:05:57	Arrival (BHX) @ Thursday 12:05:57 GMT							FlightAware
Taxi Time: 6 minutes								
Thu 07:12:00	Gate Arrival (BHX) @ Thursday 12:12:00 GMT							Airline