



Islandmore Wind Farm

Environmental Impact Assessment
Report

Annex 14.3: Air Corps Wind
Farm/Tall Structures Position Paper

Islandmore Wind Farm Limited



Óglaigh
na hÉireann
DEFENCE FORCES IRELAND

Ceanncheatru an Aer Chor
Air Corps Headquarters

08 August 14

GOC AC 

Air Corps Wind Farm/Tall Structures Position Paper

Sir,

1. The attached is the draft Air Corps Position Paper agreed and developed in concert with the flying units under the auspices of CAS Ops.
2. It is recommended that it be forwarded to the Directorate of Operations for transmission to the Department of Defence.
3. The AC position contained within this paper should be notified to planning authorities including An Bord Pleanála. It should also be forwarded to the Department of the Environment, Heritage and Local Government to inform its policies and guidance in respect of wind farms.



Raymond Martin, Lt Col
CATSO

Air Corps Wind farm/Tall Structures Position Paper.

1. Objective:

This position paper is intended to ensure that

- a. Air Corps operations and training may be accomplished in a safe and economical manner;
- b. Baldonnell remains a viable aerodrome for IFR and VFR traffic;
- c. The ability to train military flying skills is protected;
- d. Vital navigation routes to and from the regions to Baldonnell and the Dublin area are protected to safeguard the ability of the Air Corps to fulfill its role.

2. Statement of position.

- a. The Air Corps is opposed the erection of wind farms or other obstacles which will affect its ability to train and operate in a safe and economic manner.
- b. The Air Corps is opposed to any wind farms or tall structures in the following areas:

(1) Lands underlying military airspace used for flying activity

- (a) The area contained in Danger Area EI-D1.
- (b) The area contained in Danger Area EI-D5.
- (c) The area contained within Danger Area EI-D6.
- (d) The area contained within Danger Area EI-D13.
- (e) The area contained within Danger Area EI-D14.
- (f) The area contained within Restricted Area EI-R15.
- (g) The area contained within Restricted Area EI-R16 within 20NM of Baldonnell.
- (h) The area contained within Military Operating Areas, MOAs 3 and 4 within 20NM of Baldonnell.

(2) Areas wherein military flying occurs at low level as identified in the annexes listed below.

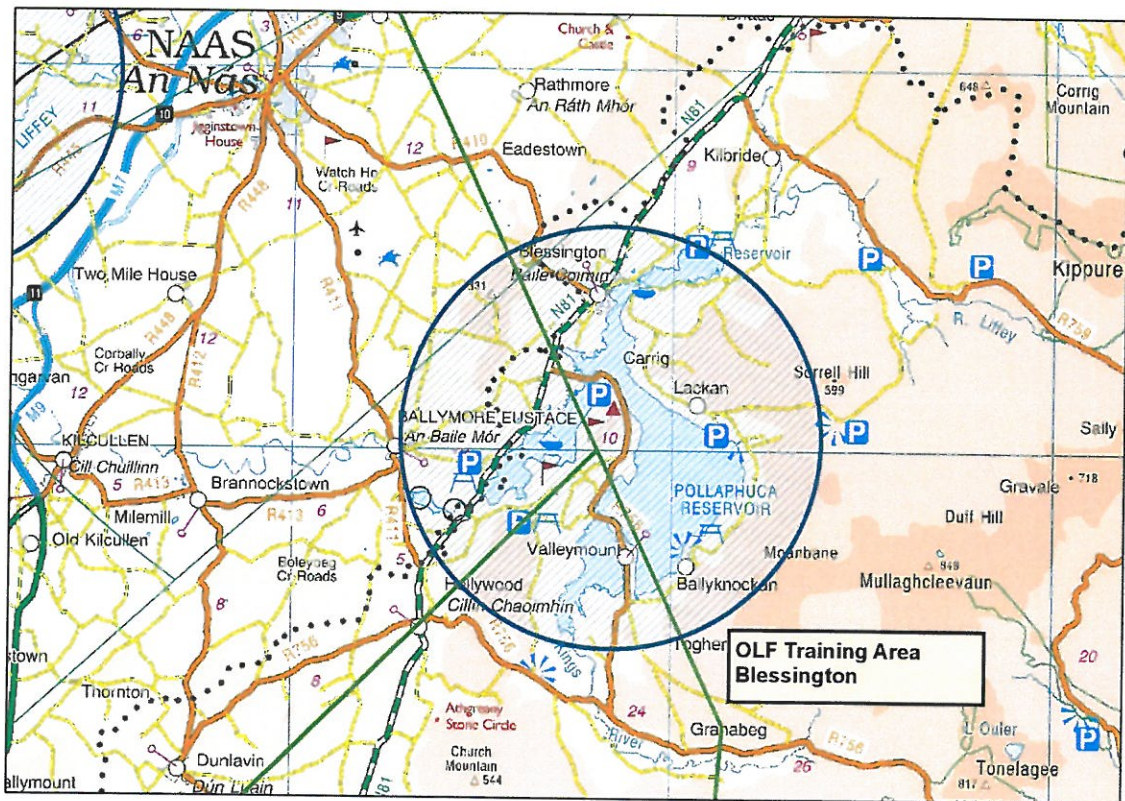
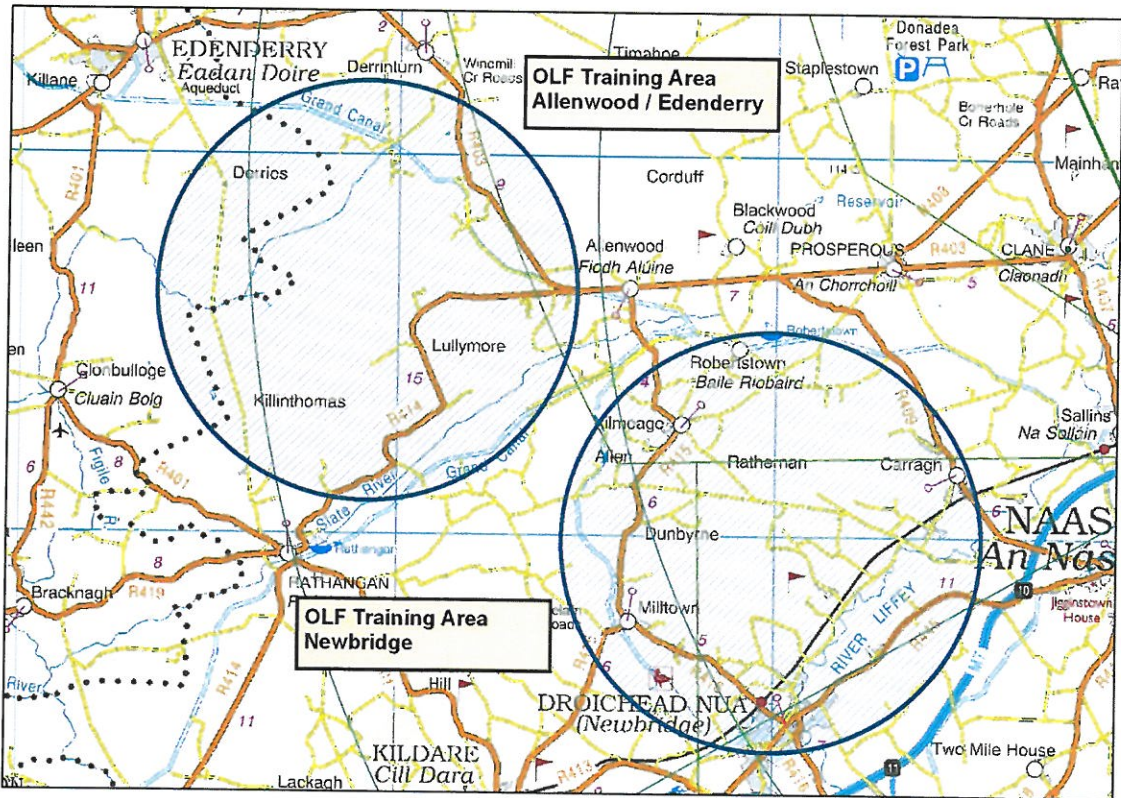
- (a) Annex A: Low flying training areas within MOA 4 in the areas of
 - a. Blessington
 - b. Edenderry/Allenwood/Rathangan
 - c. Kilmeague/Newbridge
- (b) Annex B: low flying training area West (LFTA WEST).

- (3) A distance of 5NM or less from military installations.
- c. The following routes are identified as critical low level routes in support of Air Corps operational requirements and the Air Corps is opposed to the erection of wind farms or tall structures within 3NM of the route centerline which could affect Air Corps' ability to access regional areas.
 - (a) N/M1
 - (b) N/M2
 - (c) N/M3
 - (d) N/M4
 - (e) N/M6
 - (f) N/M7
 - (g) N/M8
 - (h) N/M9
 - (i) N/M11
 - (j) N25
 - (k) N17 between Sligo and Knock
 - (l) N15/N13 between Sligo and Letterkenny
 - (m) N14 from Lifford to Letterkenny and R245 and R247 from Letterkenny to Fanad Head.

Applications or proposals for structures in these areas of a height greater than 45m above ground level at the site of the object must be referred to Irish Air Corps for assessment of potential impact on flight operations.

- d. In MOA 4 outside of the areas identified in b.(1) (2) and (3), and in MOA 5, applications or proposals for objects of a height greater than 45m above ground level at the site of the object must be referred to the Irish Air Corps for assessment of potential impact on flight operations.
- e. In all locations where wind farms or masts are permitted it should be a condition that they meet the following lighting requirements
 - (1) Single turbines or structures, or turbines delineating corners of a wind farm, should be illuminated by high intensity strobe lights (Red).
 - (2) Obstruction lighting elsewhere in a wind farm will be of a pattern that will allow the hazard be identified and avoided by aircraft in flight.
 - (3) Obstruction lights used should be incandescent or of a type visible to Night Vision Equipment. Obstruction lighting fitted to obstacles must emit light at the near Infra-Red (IR) range of the electromagnetic spectrum, specifically at or near 850nanometres (nm) of wavelength. Light intensity to be of similar value to that emitted in the visible spectrum of light.

Annex A
Low Flying Areas - MOA 4



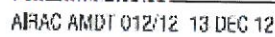
Annex B

Low Flying Area – LFTA WEST

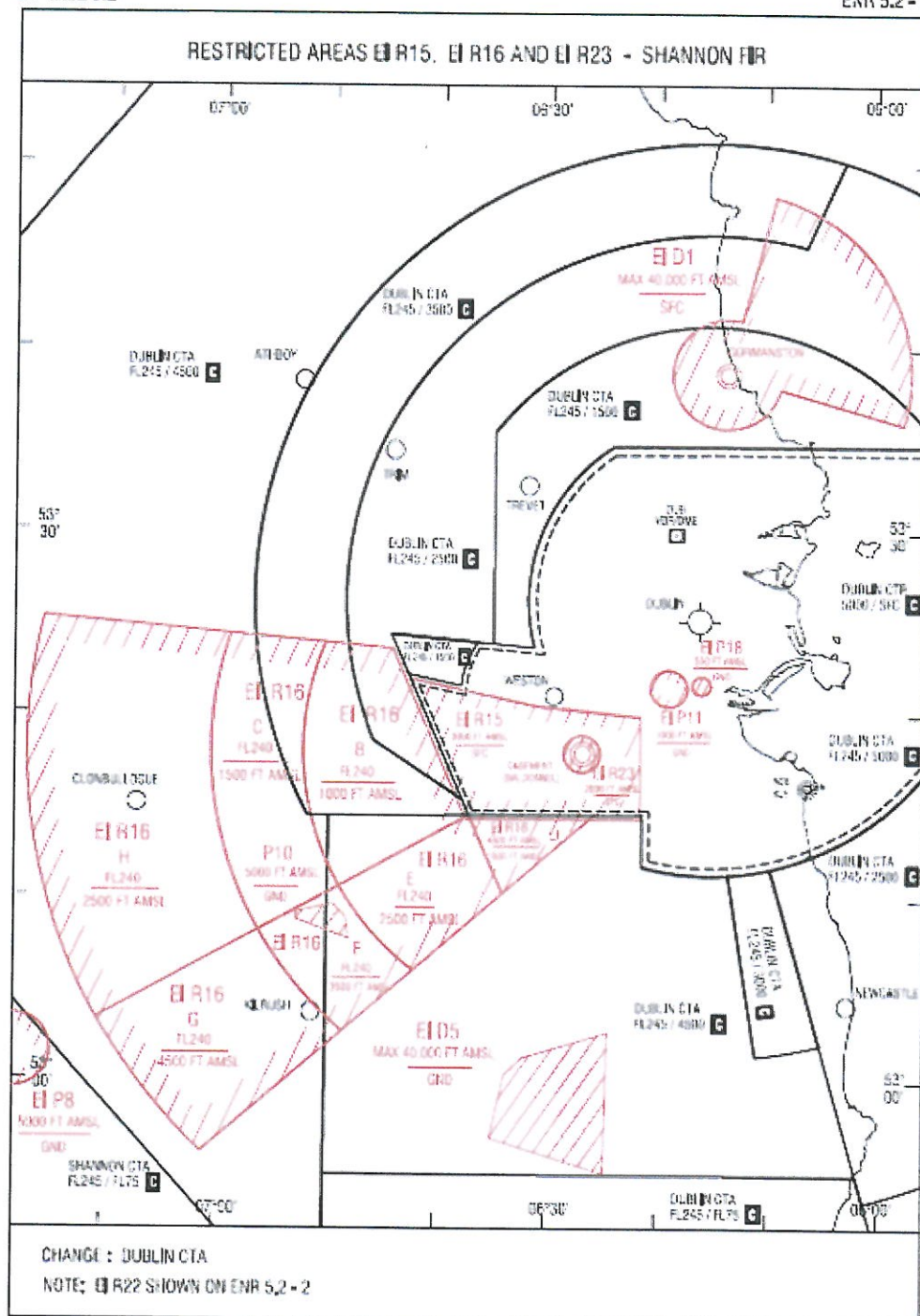
1. Area contained within the following grid L6972; L6945; M0745; M0772
2. Routes are primarily within valley areas.
3. Applications for wind farms/masts should be referred to Air Corps Operations for assessment against low flying routes.

Designated Airspace
Restricted Areas, Danger Areas and Military Operating Areas

AP BELAND



Irish Aviation Authority



Annex D

Low Level Routes





GALETECH
ENERGY SERVICES

