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The Secretary  
An Coimisiún Pleanála  
64 Marlborough St  
Rotunda, Dublin 1  
D01 V902

25th Nov 2025

**Re: Response to Cloonkett Wind farm (Cloonkett Green Energy Ltd.), Cranny, Co. Clare**

**An Coimisiun Pleanala case No.: ACP - PAX03.323783-25**

Dear Secretary,

Shannon Airport is one of the three State Airports alongside Dublin and Cork who are vested with the responsibility for the management, operation, and development of their airports. As part of our responsibilities, we are required to safeguard our airport / aerodrome and the services we provide to ensure the protection of aircraft operations by controlling development and activities around the aerodrome to ensure they do not pose a safety risk.

These responsibilities are the subject of regulatory oversight by the Irish Aviation Authority – Aerodromes Division in their role as the Competent Authority. They are the body designated by the State to oversee and regulate aviation activities within its jurisdiction.

In collaboration with our colleagues in Air Nav Ireland, we monitor relevant planning applications and interact with developers as required, where developments might pose a safety risk to Shannon Airports activities. In turn we are required to present formal documented evidence to the Irish Aviation Authority that appropriate engagements/assessments/mitigations have been undertaken to ensure that our safety responsibilities, are met.

In general terms, the siting of wind turbines at this location may have implications for the operations of the communication, navigation and surveillance systems used by Air Nav Ireland for the separation and safety of aircraft. The geographical siting of these turbines may also have implications for the flight paths of aircraft.

With specific reference to the Cloonkett geographical location situated west of and across the Fergus Estuary from Shannon Airport, which is approximately 17km in distance from Shannon Airport, and arising from our own internal assessment, this development of fourteen turbines will have no impact on the aerodrome Obstacle Limitation Surfaces (OLS). The development is not within the protection areas as per our safeguarding maps. As there is no penetration of the aerodrome OLS surfaces, it is unlikely that there will be any Annex 14 OLS impacts due to the proposed wind farm.

We are however aware from our colleagues in Air Nav Ireland (ANI) that the windfarm falls within the Shannon Airport Runway 06 Instrument Landing System (ILS) coverage area and that ANI NavAids have requested the developer to complete assessments of the windfarm effects on the ILS 06 guidance signals and on ILS 06 flight calibration. We fully support that request.

The assessments examining the windfarm effects on ILS 06 guidance signals should include windfarm structures computer modelling and associated signal effects computer simulations, if deemed warranted.

The turbines are also within 45km of Shannon Airport's ARP (Aerodrome Reference Point) and are greater than 100m in height and therefore would be required to be included in the IAA Electronic Air Navigation Obstacle Dataset. The developer should engage with the IAA in that scenario.

Also, standard: *Chapter Q (Visual Aids for Denoting Obstacles)* of the Certification Specifications for Aerodrome Design – Current Issue, contained in the EASA aerodrome rules must be applied to the turbines as they would be regarded as an extensive object due to the height and number of turbines involved.

During the construction phase of any development, any crane activity on the site must be pre-approved by the completion of the Shannon Airport Crane Operations application form (at least 30 days in advance) of any crane erection taking place in order for assessments to be carried out by the Airport, IAA and Air Nav Ireland against possible interferences by cranes against communication, navigation and surveillance system.

Should you require further information or clarifications please do not hesitate to contact the undersigned.

Yours faithfully

A handwritten signature in blue ink that reads "Paul Hennessy". The signature is written in a cursive style with a long horizontal stroke at the end.

Safety, Compliance & Environment Manager  
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Co. Clare  
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Cc Cathal MacCriostail – Manager Airspace and Navigation, Air Nav Ireland

