



APPENDIX 15-6

*AVIATION REVIEW
STATEMENT*

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Report

Cunlaghfadda Green Energy Project Aviation Review Statement

Document Number: 001/CA/0426

Author: AB\ENG

Approved for Release: Rev 2.0 KH **Date:** 20/04/2026

Document Filename: *Cunlaghfadda Green Energy Project - Aviation Review Statement*

© copyright Ai Bridges Ltd. 2026

Copyright of this document is vested in Ai Bridges Limited. Ai Bridges Limited shall not be liable for errors contained herein or for incidental or consequential damages in connection with the furnishing, performance, or use of this material. No part of this document may be re-used, re-distributed, photocopied, reproduced, or translated to another language, without prior written permission of Ai Bridges Limited.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Executive Summary

Ai Bridges Ltd have been commissioned to review the possible impacts of the Proposed Wind Farm on aviation systems in the vicinity of the proposed wind farm development at Cunlaghfadda, Co. Mayo. As part of the review, the following subjects were considered:

- Annex 14 - Obstacle Limitation Surfaces (OLS)
- Annex 15 – Aerodrome Surfaces
- Building Restricted Areas (BRAs)
- Minimum Sector Altitudes (MSA)
- Instrument Flight Procedures
- Permitted Wind Farms in vicinity of Proposed Wind Farm
- Communication and Navigation Systems
- Radar Surveillance Sensors
- Flight Inspection and Calibration
- Aeronautical Obstacle Warning Light Scheme
- Irish Air Corps / Department of Defence Safeguarding
- Garda Air Support Unit (GASU)
- Emergency Aeromedical Service (EAS)

Annex 14 - Obstacles Limitation Surfaces (OLS)

A review shows that the Proposed Wind Farm would be located outside the Outer Horizontal Surface of the Ireland West Airport Runway Obstacle Limitation Surfaces, as defined in ICAO (International Civil Aviation Organization) Annex 14.

As the Proposed Wind Farm is situated outside the Outer Horizontal Surfaces and there is no penetration of the take-off or approach surfaces, it is unlikely that there will be any impact to the OLS surfaces for Ireland West Airport.

Annex 15 - Aerodrome Surfaces

Following a review of “*Terrain and Obstacle Requirements*” as defined in ICAO Annex 15, turbines at the Proposed Wind Farm would need to be registered if they are more than 100 meters above terrain. The distance from the centre point (ARP – Airport Reference Point) of Ireland West Airport to the boundary of Area 1 of the Annex 15 Aerodrome Surface is 45 km. This area encloses the TMA (Total Maneuvering Area) Area 2d which is used for circling and maneuvering by aircraft.

Should the Proposed Wind Farm be permitted, the turbines would be within 45 km of Ireland West Airport’s ARP (i.e. within TMA Area 2d) and would be greater than 100 m in height. Therefore, the turbines would be required to be included in the AirNav / IAA Electronic Air Navigation Terrain and Obstacle Dataset (eTOD).

	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Building Restricted Areas (BRA)

A Building Restricted Area is the airspace surrounding an aviation facility that needs to be clear from physical intrusions. The purpose of the safeguarded areas is to identify developments with the potential for causing unacceptable interference to navigation facilities. A review shows that the Proposed Wind Farm is over 15 km from the BRA surfaces at Ireland West Airport. At this distance there will be no impacts to the BRAs due to the proposed wind turbines at Cunlaghfadda.

Minimum Sector Altitudes (MSA)

The Minimum Sector Altitudes (MSA) is the lowest altitude which may be used to provide a minimum obstacle clearance of 1000 ft above all obstacles within a sector of 25 nautical miles (46 km) from the VOR/DME at Ireland West Airport.

The highest of the proposed turbines (T02) would have a turbine tip-height of 751.3 ft AMSL. This is below the 2600 ft threshold for the applicable MSA Sector; therefore, the MSA Sector will not be affected and there will be no impact on the published MSA altitude figures.

Instrument Flight Procedures

There are 16 published Instrument Flight Procedures for flights to/from Ireland West Airport. The proposed turbines would be located relatively near to a number of routes as set out within the IFP charts. A detailed instrument flight procedure analysis is outside of the scope of this report; however, an initial review indicates that these flight procedures are unlikely to be impacted by the Proposed Wind Farm. This is based on the initial screening assessment review.

Communications and Navigation Systems

As the proposed wind farm is over 20 km from the Localizer and transmitting antennas at Ireland West Airport, it is highly unlikely that wind turbines at the Proposed Wind Farm will have any impact on these ATS communications and radio navigational aids.

Radar Surveillance Sensors

For Radar Surveillance Systems, EUROCONTROL Guidelines require a 16 km safe distance from the surveillance radar system (SSR), for a “Zone 4 - No Assessment” condition. It has been highlighted in the analysis that turbines located at the Site would be located at a distance of 75 km from the nearest AirNav radar station at Dooncarton, and in Radar Assessment Zone 4 of the EUROCONTROL Guidelines. As the proposed turbines would be located in Assessment Zone 4, a detailed impact assessment on Radar Surveillance Systems will not be required by AirNav Ireland.

Flight Inspection and Calibration

Flight checks are conducted annually to ensure that flight procedures and associated navigational aids are safe and accurate. These flight checks are carried out by an IAA / AirNav approved Flight Inspection Service Provider. The checks are carried out during annual inspections consisting of radial and orbital test flights around Ireland West Airport for calibration of instrument landing systems.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

A desk-top analysis review indicates that the bi-annual Flight Inspection and Calibration procedures will not be impacted by the Proposed Wind Farm; however, AirNav may require that a confirmatory assessment be conducted by their flight calibration experts FCSL Limited.

Aeronautical Obstacle Warning Light Scheme

In the event of a grant of planning consent AirNav Ireland are likely to request lighting of the proposed wind turbines in the interest of aviation safe-guarding as the Proposed Wind Farm would be considered as an en-route obstacle.

Irish Air Corps (IAC) / Department of Defence (DoD) Safeguarding

The Irish Air Corps position on wind farms / tall structures are outlined in the paper which was published in 2014: “*Air Corps Wind Farm/ Tall Structures Position Paper*”. In the position paper the Irish Air Corps outlines restricted areas where they would object to the installation of wind turbines /tall structures.

The areas defined by the Air Corps have been mapped and analysis shows that proposed wind farm site is located outside the IAC restricted areas. As the proposed wind farm is not located in a restricted area it should have no impacts on the Irish Air Corps activities.

Regarding Military Aviation Lightning, the recommendation is to engage at the early stage in a consented development (subject to planning conditions), to agree on the details relating to the lighting requirements for the IAC.

Garda Air Support Unit (GASU)

The standard concerns that are being raised in recent consultations with the Irish Air Corps also highlight the potential for obstacles that could impact the operations of the Garda Air Support Unit (GASU). An assessment of GASU operations indicates that they are unlikely to be impacted by the Proposed Wind Farm.

Emergency Aeromedical Service (EAS)

The EAS service in Ireland is operated from two air ambulance bases. One EAS base is located at Custume Barracks in Athlone the other is located at Rathcoole Flying Club, Rathcoole, Co Cork. A review of the EAS operations indicates that they are unlikely to be impacted by the Proposed Wind Farm.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Sections

1. Introduction	7
1.1 Site Information.....	8
1.2 Ireland West Airport.....	9
2. Aviation Review.....	10
2.1 Annex 14 Obstacle Limitation Surfaces (OLS).....	11
2.2 Annex 15 Aerodrome Surfaces	12
2.3 Building Restricted Areas (BRA)	14
2.4 Minimum Sector Altitudes	15
2.5 Instrument Flight Procedures	16
2.6 Permitted Wind Farms in vicinity of Proposed Wind Farm	21
2.7 Communication and Navigation Systems.....	22
2.8 Radar Surveillance Sensors	23
2.9 Flight Inspection and Calibration	27
2.10 Aeronautical Obstacle Warning Light Scheme.....	31
2.11 Irish Air Corps / Department of Defence Safeguarding	32
2.12 The Garda Air Support Unit (GASU)	35
2.13 The Emergency Aeromedical Service (EAS)	37
3. Summary.....	39

Appendices

Appendix A – ICAO Annex 15 Area 1 and Area 2 Surfaces.....	39
Appendix B – ICAO Building Restricted Areas	40
Appendix C – Air Corps Wind Farm / Tall Structures Position Paper.....	41

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Abbreviations

AGL	Above Ground Level
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
ARP	Airport Reference Point
BRA	Building Restricted Area
DME	Distance Measuring Equipment
DoD	Department of Defence
EAS	Emergency Aeromedical Service
GASU	Garda Air Support Unit
GP	Glide Path
HLS	Helicopter Landing Site
ICAO	International Civil Aviation Organization
IFP	Instrument flight Procedure
ILS	Instrument Landing System
OLS	Obstacle Limitation Surface
PSR	Primary Surveillance Radar
RWY	Runway
SID	Standard Instrument Departure Route
STAR	Standard Arrival Route
SSR	Secondary Surveillance Radar
NATS	National Air Traffic Services (UK)
NM	Nautical Miles
OLS	Obstacle Limitation Surface
VOR	VHF Omni-directional Range Station

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

1. Introduction

This section provides a brief summary of the Green Energy Project at Cunlaghfadda Co. Mayo and of the nearest significant aviation installation at Ireland West Airport.

For the purposes of the EIAR and to be consistent with Section 1.1.1 of Chapter 1:

- Where the 'Proposed Wind Farm' is referred to, this refers to turbines and associated foundations and hardstanding areas, including access tracks, underground cabling, permanent meteorological mast, temporary construction compound, peat and spoil management, biodiversity enhancement, tree felling, site drainage, operational stage signage, turbine delivery route and junction accommodation works and all ancillary works and apparatus. The Proposed Wind Farm is described in detail in Chapter 4, Section 4.4.1 of the EIAR.
- The 'proposed turbines' refers to the 7 no. turbines associated with the Proposed Wind Farm as outlined above.
- Where the 'Proposed Project' is referred to, this encompasses the entirety of the project (Proposed Wind Farm and Proposed Grid Connection) for the purposes of this EIA in accordance with the EIA Directive. The Proposed Project is described in detail in Chapter 4 of this EIAR.
- Where 'the Site' is referred to, this relates to the primary study area for the EIAR, as delineated by the EIAR Site Boundary in green as shown on Figure 1-2 of the EIAR and encompasses an area of approximately 165 hectares.

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

1.1 Site Information

The Site is located within a rural setting in south Co. Mayo, approximately 5.3 kilometres (km) to the northwest of the town of Claremorris. The town of Castlebar is located approximately 16km north-west of the Site. The Site is located approximately 24 km southwest of Ireland West Airport. Figure 1 shows the Site with respect to Ireland West Airport.

The coordinates and dimensions of the proposed wind turbines are provided in Table 1.



Figure 1. Location of the Site

Turbine ID	Co-ordinates (WGS84)		Turbine Dimensions (m) (AGL)		Ground Level (m) (AMSL)
	Latitude	Longitude	Hub Height	Tip Height	
T01	53°44'43.585"N	9°5'12.820"W	92	160	63
T02	53°44'54.561"N	9°5'04.343"W	92	160	69
T03	53°44'47.554"N	9°4'44.281"W	92	160	59
T04	53°44'54.346"N	9°4'29.686"W	92	160	59
T05	53°44'41.325"N	9°4'25.378"W	92	160	63
T06	53°45'1.883"N	9°4'46.925"W	92	160	60
T07	53°45'8.891"N	9°5'12.346"W	92	160	66

Table 1. Proposed Turbine Details

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

1.2 Ireland West Airport

Consultation with the IAA and the Department of Defence (DoD) has been carried out by MKO as part of the assessment of the Proposed Project as summarised in Chapter 15, Table 15-XX. MKO initially contacted the aviation authorities and other relevant consultees in July 2022 as part of the aviation scoping consultation with follow ups in November 2022, between April and July 2023, September 2025 with a final round of aviation scoping issued in February 2026. Ireland West Airport responded to the February 2026 Scoping via email on 17th February, 2026 stating the below requirements:

1. Aeronautical assessment on any effect on the Instrument flight and Instrument approach procedures
2. A technical Safeguarding assessment on potential effect/interference on Ireland West Airports Navigational aids
3. Obstacle Limitation Surface Assessments on safeguarding surrounding the airport.

Table 2 below shows the co-ordinates of Ireland West Airport and the distance from the Airport Reference Point (ARP) to the Site. Ireland West Airport operates in Class C controlled airspace with Instrument Flight Rules (IFR) and Visual Flight Rules (VFR).

Location	Installation	Description	Airport Ref. Point ARP	ARP Distance to Proposed Wind Farm
Ireland West Airport, Charlestown, Co Mayo	International Airport	Single Asphalt Runway Airspace: Class C	53 54 37 N 08 49 06 W (Mid-point of Runway 08/26).	24.7 km

Table 2. Ireland West Airport Details

The aeronautical navigation aids at the aerodrome include DVOR/DME, NDB, ILS LOC and ILS GP.



Figure 2. Ireland West International Airport

 <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2. Aviation Review

In this section a review of the following Aviation topics is provided:

- Annex 14 - Obstacle Limitation Surfaces (OLS)
- Annex 15 - Aerodrome Surfaces
- Building Restricted Areas (BRA)
- Minimum Sector Altitudes (MSA)
- Instrument Flight Procedures
- Permitted Wind Farms in vicinity of proposed Wind Farm
- Communications, Navigation Systems
- Radar Surveillance Sensors
- Flight Inspection and Calibration
- Aeronautical Obstacle Warning Light Scheme
- Irish Air Corps / DoD Safeguarding
- Garda Air Support Unit (GASU)
- Emergency Aeromedical Service (EAS)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.1 Annex 14 Obstacle Limitation Surfaces (OLS)

A review of the Annex 14 Obstacles Limitation Surfaces (OLS) was carried out by first plotting the Proposed Wind Farm location and the airport obstacle surfaces. The obstacle limitation surfaces for Ireland West Airport are plotted based on the following:

- Annex 14 to the Convention on International Civil Aviation Aerodromes Volume I - Aerodrome Design and Operations Seventh Edition July 2016”
- Certification Specifications and Guidance Material for Aerodromes Design CS-ADR-DSN Issue 4, 8th of December 2017

Figure 3 below shows Ireland West Airport’s OLS surfaces in relation to the Proposed Wind Farm. The distance from the ARP at Ireland West Airport to the nearest of the proposed turbines is greater than 24 km.

The analysis of the OLS plots indicates that the proposed turbines would not penetrate the Outer Horizontal Surfaces which extend to 15 km from the Airport Reference Points (ARP).

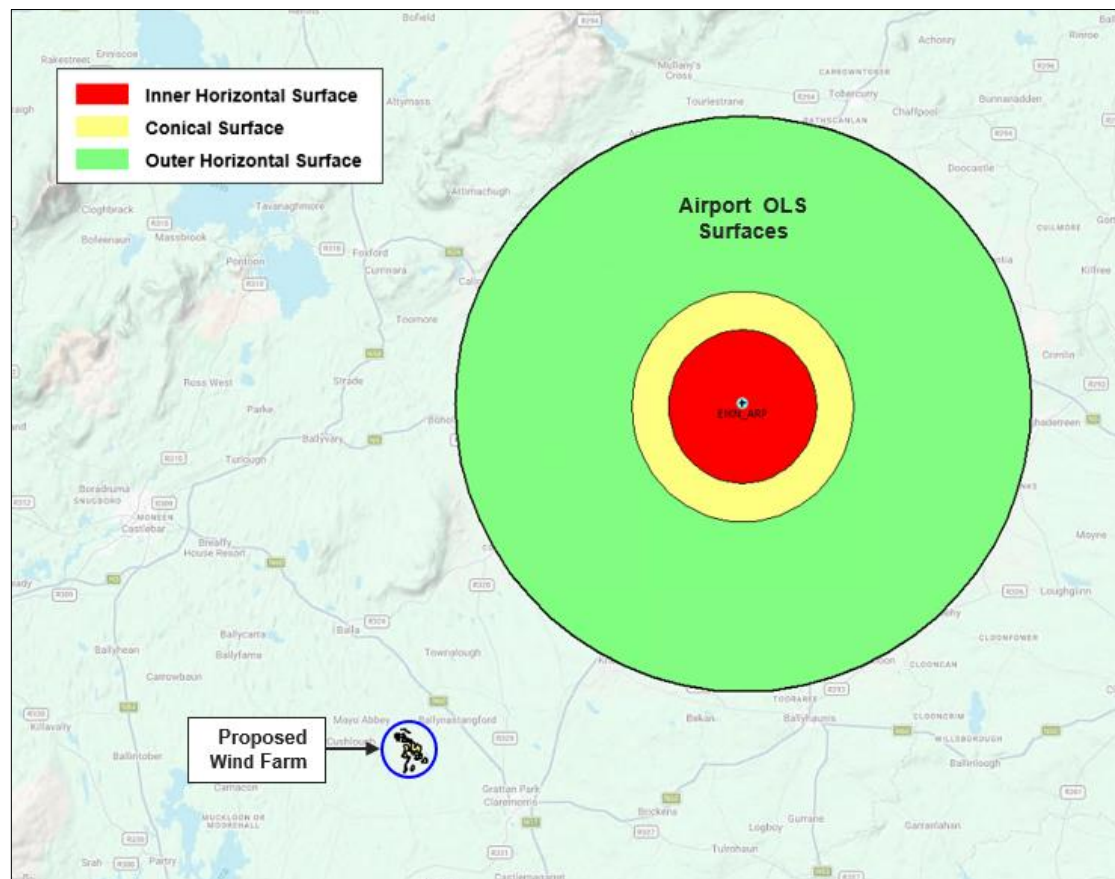


Figure 3. Proposed Wind Farm in relation to Ireland West Airport OLS.

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Annex 14 Obstacle Limitation Surfaces	No action	None

Table 3. Aviation Impact Review - Annex 14 Obstacle Limitation Surfaces

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.2 Annex 15 Aerodrome Surfaces

The proposed turbines would penetrate the ICAO Annex 15 Aerodrome Surface as shown in Figure 4. The “*Terrain and obstacle requirements Area*” is defined in ICAO Annex 15 as an area of 45 km from the Aerodrome ARP. (An illustration of ICAO Annex 15 Area 1 and Area 2 Surface is provided in Appendix A).

As the Proposed Wind Farm is less than 45 km from the ARP at Ireland West Airport, there is penetration of Area 2d of the Annex 15 Surface.

All obstacles, if they are more than 100 meters above terrain for a distance of 45 km from Ireland West Airport’s ARP, need to be registered in the AirNav / IAA Air electronic Terrain and Obstacle Data Set (eTOD). This 45 km area is known as TMA (Total Maneuvering Area) Area 2d and is used for en-route circling and maneuvering and is shown in Figure 4.

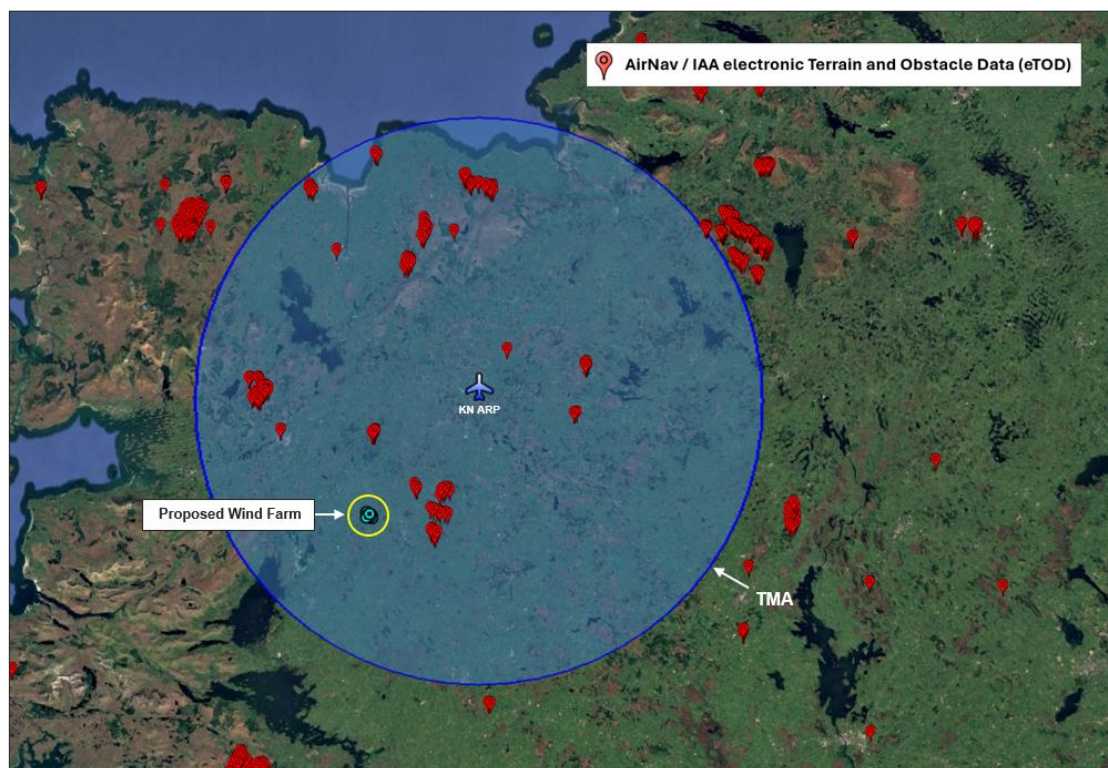


Figure 4. Annex 15 Aerodrome Surface and the AirNav / IAA Air electronic Terrain and Obstacle Data Set (eTOD).

It should also be noted that there are other existing tall structures (obstacles) in the vicinity of the airport, e.g. the turbines at the operational wind farms at Cuillalea, Mace, Magheramore, Cloontooa, and Ballykinava.

The IAA Electronic Air Navigation Obstacle Data Set of permitted obstacles are shown relative to the proposed wind farm in Figure 5.

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

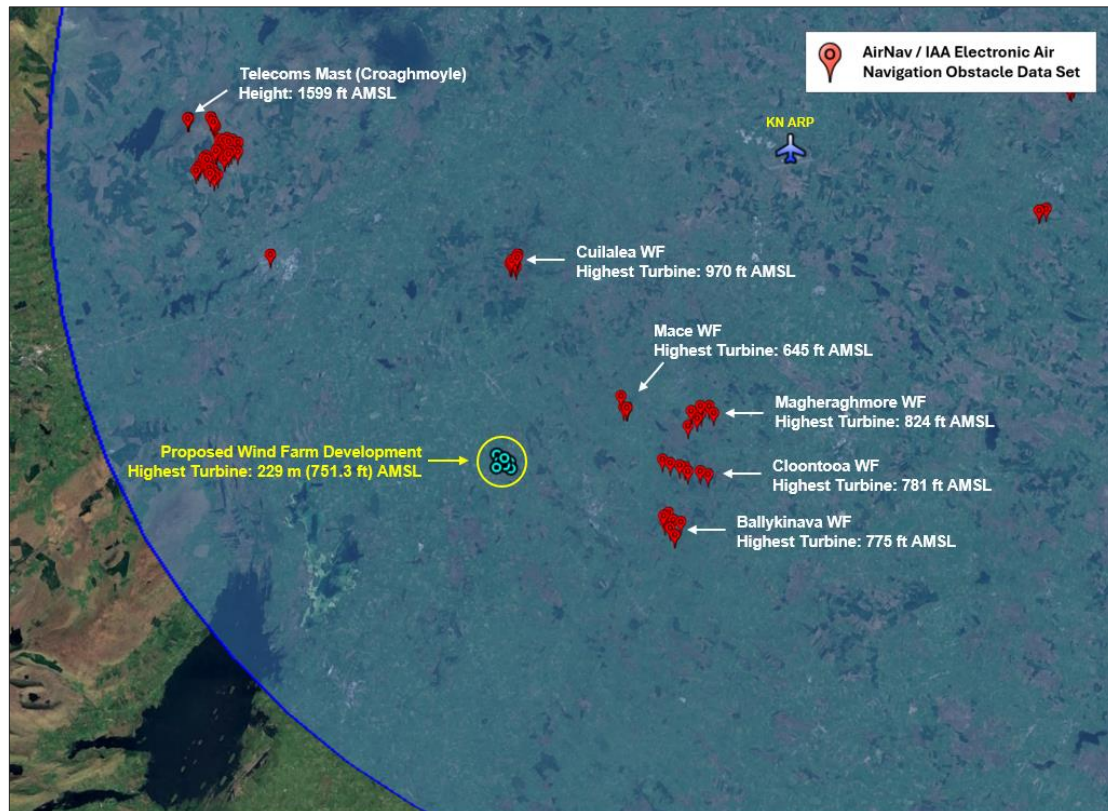


Figure 5. Permitted Obstacles in vicinity of Ireland West Airport

Although there are other wind farms in the area, some of which are closer to the airport than the Proposed Wind Farm (e.g. existing wind farms at Cuillalea, Mace, etc.), all new obstacles must be considered and assessed to see if they cause a “hazard to air navigation”, and all Terrain Obstacle Data (including man-made obstacles) have to be considered by the relevant Aviation Authorities.

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Annex 15 Aerodrome Surfaces	The proposed wind turbines would be required to be included in the IAA Terrain and Obstacle Data Set (eTOD).	None

Table 4. Aviation Impact Review - Annex 15 Aerodrome Surfaces

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.3 Building Restricted Areas (BRA)

A Building Restricted Area is the airspace surrounding an aviation facility that needs to be clear from physical intrusions. The purpose of the safeguarded areas is to identify developments with the potential for causing unacceptable interference to navigation facilities.

The navigation facilities to be considered at Ireland West Airport are the ILS Localisers, Glidepaths and DMEs that provide guidance for aircraft landing on runways 08 and 26. The minimum safeguarded areas for these facilities are defined by the International Civil Aviation Organisation (ICAO) in the document ICAO EUR DOC 015, Section 7. The BRA parameters as specified by the ICAO are provided in Appendix B of this report.

Figure 6 below illustrates that the Proposed Wind Farm is over 15 km from the nearest Ireland West BRA. At this distance the proposed turbines will have no impact on the navigation facilities associated with the Building Restricted Area for Ireland West Airport.



Figure 6. Proposed Wind Farm relative to Ireland West Airport BRA

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Building Restricted Areas	No action.	None

Table 5. Aviation Impact Review - Building Restricted Areas

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.4 Minimum Sector Altitudes

A review of the Minimum Sector Altitudes (MSA) shows that the Proposed Wind Farm is within 25 nautical miles of the VOR/DME at Ireland West Airport. The MSA provides a minimum obstacle clearance of 1000 ft above the highest obstacle within specified sectors. The proposed turbines would be located within the southwestern sector (MSA 3600 ft), as shown in Figure 7. According to the Proposed Wind Farm location, the maximum construction height for the site would be 2600 ft / 792.5 m AMSL (3600 ft MVA minus 1000 ft).

The highest of the proposed turbines is T02, with a tip-height of 751.3 ft AMSL. This is below the 2600 ft threshold, therefore the MSA would not be affected and there will be no impact on the published MSA altitude figures for Ireland West Airport.

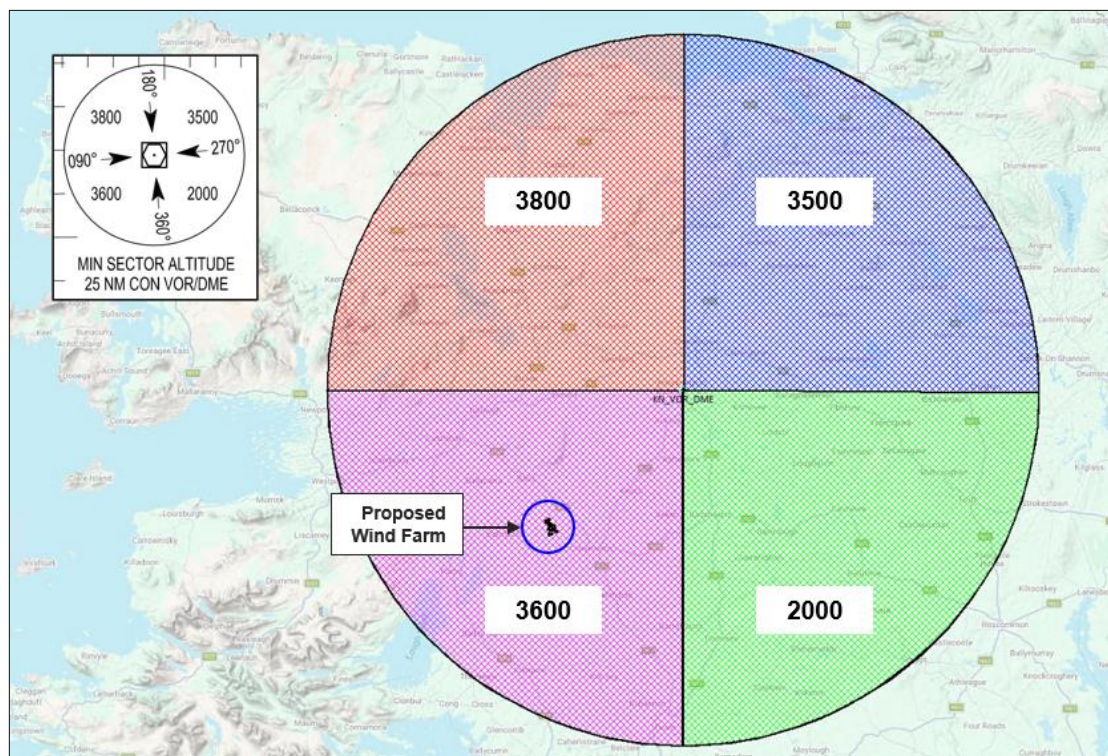


Figure 7. Ireland West Airport (EIKN) Minimum Sector Altitudes

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Minimum Sector Altitudes	No action	None

Table 6. Aviation Impact Review - Minimum Sector Altitudes

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.5 Instrument Flight Procedures

There are 16 published Instrument and Visual Flight Procedures for arrivals to and departures from Ireland West Airport. These Instrument Flight Procedures are listed below in Table 7.

Aerodrome	Aerodrome Procedure	Chart ID	Likely WF Impacts
Ireland West	Precision Approach Terrain Chart RWY 26– ICAO	EIKN AD 2.24-3	No Impacts.
Ireland West	RNAV Standard Departure Chart Instrument (SID) RWY 26 - ICAO	EIKN AD 2.24-4.1	No Impacts, based on initial screening
Ireland West	RNAV Standard Departure Instrument (SID) Chart RWY 08 - ICAO	EIKN AD 2.24-5.1	No Impacts.
Ireland West	RNAV Standard Arrival Chart Instrument (STAR) RWY 26 - ICAO	EIKN AD 2.24-6.1	No Impacts.
Ireland West	RNAV Standard Arrival Chart Instrument (STAR) RWY 08- ICAO	EIKN AD 2.24-7.1	No Impacts, based on initial screening
Ireland West	Instrument Approach Chart RNP RWY 26 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-8	No Impacts.
Ireland West	Instrument Approach Chart ILS A CAT 1 and CAT 11 or LOC RWY 26 (ACFT CAT A, B, C, D) – ICAO	EIKN AD 2.24-9.1	No Impacts.
Ireland West	Instrument Approach Chart ILS B CAT 1 and 11 RWY 26 (ACFT CAT A, B, C, D) – ICAO	EIKN AD 2.24-10.1	No Impacts.
Ireland West	Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-11.1	No Impacts, based on initial screening
Ireland West	Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-12.1	No Impacts.
Ireland West	Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-13.1	No Impacts, based on initial screening
Ireland West	Instrument Approach Chart RNP RWY 08 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-14	No Impacts.
Ireland West	Instrument Approach Chart VOR RWY 08 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-15.1	No Impacts.
Ireland West	Instrument Approach Chart NDB RWY 08 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-16.1	No Impacts.
Ireland West	Instrument Approach Chart NDB RWY 08 (ACFT CAT A, B, C, D) - ICAO	EIKN AD 2.24-17.1	No Impacts.
Ireland West	Visual Approach Chart – ICAO	EIKN AD 2.24-19	No Impacts.

Table 7. Instrument and Visual Flight Procedures – Ireland West Airport

An initial screening review* of the Instrument Flight Procedures (IFPs) indicates that they are unlikely to be impacted by the proposed development. However, the proposed turbines would be located relatively near to a number of routes as set out within the IFP charts, including:

- RNAV Standard Departure Chart Instrument (SID) RWY 26 – ICAO (EIKN AD 2.24-4.1)
- RNAV Standard Arrival Chart Instrument (STAR) RWY 08 – ICAO (EIKN AD 2.24-7.1)
- Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-11.1)
- Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-13.1)

A review of these four IFP charts is provided in Section 2.5.1 to Section 2.5.4 below. The remaining IFPs do not specify flight paths over/near the Site and therefore these IFPs/charts would not be impacted by the Proposed Wind Farm and on this basis these charts have not been reviewed as part of this screening assessment.

* The screening assessment would indicate that there will be no impacts to this IFP however the Ireland West Airport Authority / AirNav Ireland may require that a confirmatory assessment be conducted by their approved IFP designers.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.5.1 RNAV Standard Departure Chart Instrument (SID) RWY 26 – ICAO (EIKN AD 2.24-4.1)

Figure 8 shows the proposed wind turbine locations overlaid on Chart EIKN AD 2.24-4.1. While the figure indicates that aircraft would fly over/near the Site, the procedure requires the aircraft to account for existing obstacles (e.g. high terrain and existing wind farms).

The chart/procedure also specifies that when an aircraft reaches Waypoint KN697 as it departs Ireland West Airport, the aircraft must have a mandatory minimum altitude of 5000 ft. At this altitude there would be no impact due to the Proposed Wind Farm.

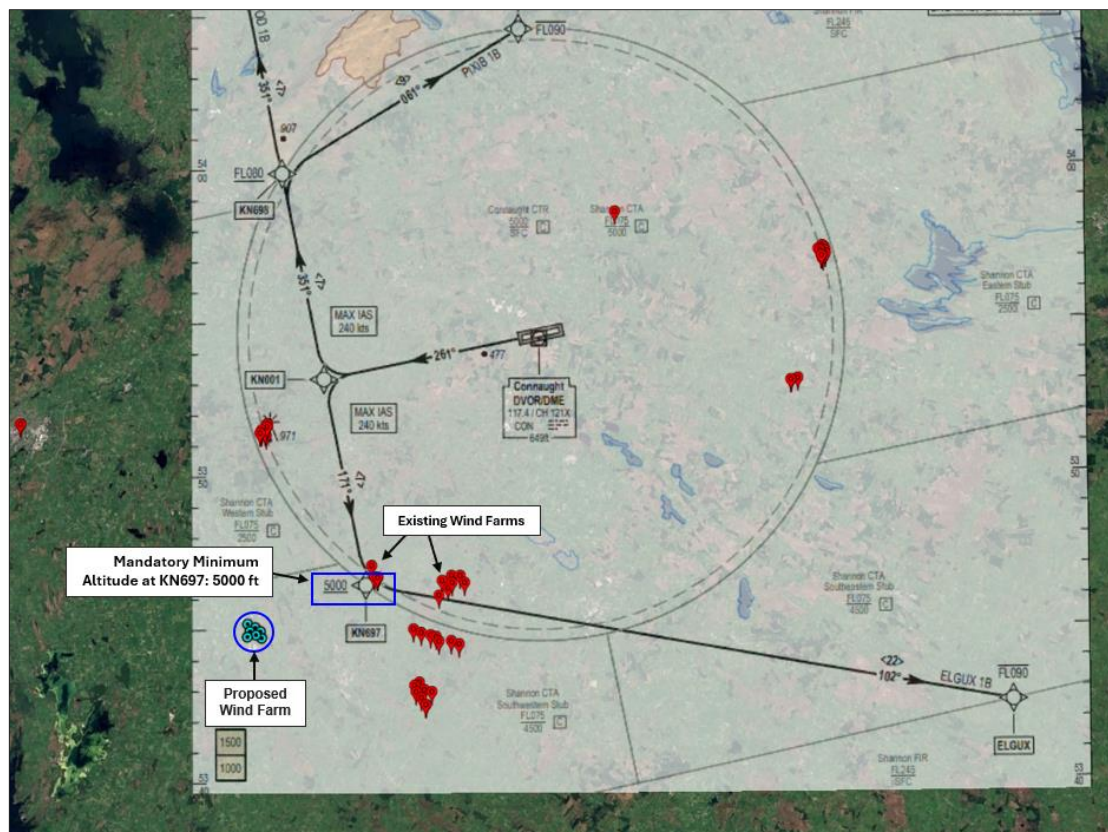


Figure 8. RNAV Standard Departure Chart Instrument (SID) RWY 26 – ICAO (EIKN AD 2.24-4.1)

Aviation Impact Review	Mitigation Measure Action	Residual Impact
RNAV Standard Departure Chart Instrument (SID) RWY 26 – ICAO (EIKN AD 2.24-4.1)	None, based on initial screening	No Impacts, based on initial screening

Table 8. Aviation Impact Review - RNAV Standard Departure Chart Instrument (SID) RWY 26– ICAO (EIKN AD 2.24-4.1)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.5.3 Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-11.1)

Figure 10 shows the proposed wind turbine locations overlaid on IFP Chart EIKN AD 2.24-11.1. While the figure indicates that aircraft could potentially fly over/near the Site, the procedure requires the aircraft to account for existing obstacles (e.g. high terrain and existing wind farms). The chart/procedure also specifies that when an aircraft is required to undertake a “*Missed Approach*” maneuver the aircraft must have a minimum altitude of 3000 ft before turning south to complete the turn-around. At this altitude there would be no impact due to the Proposed Wind Farm.

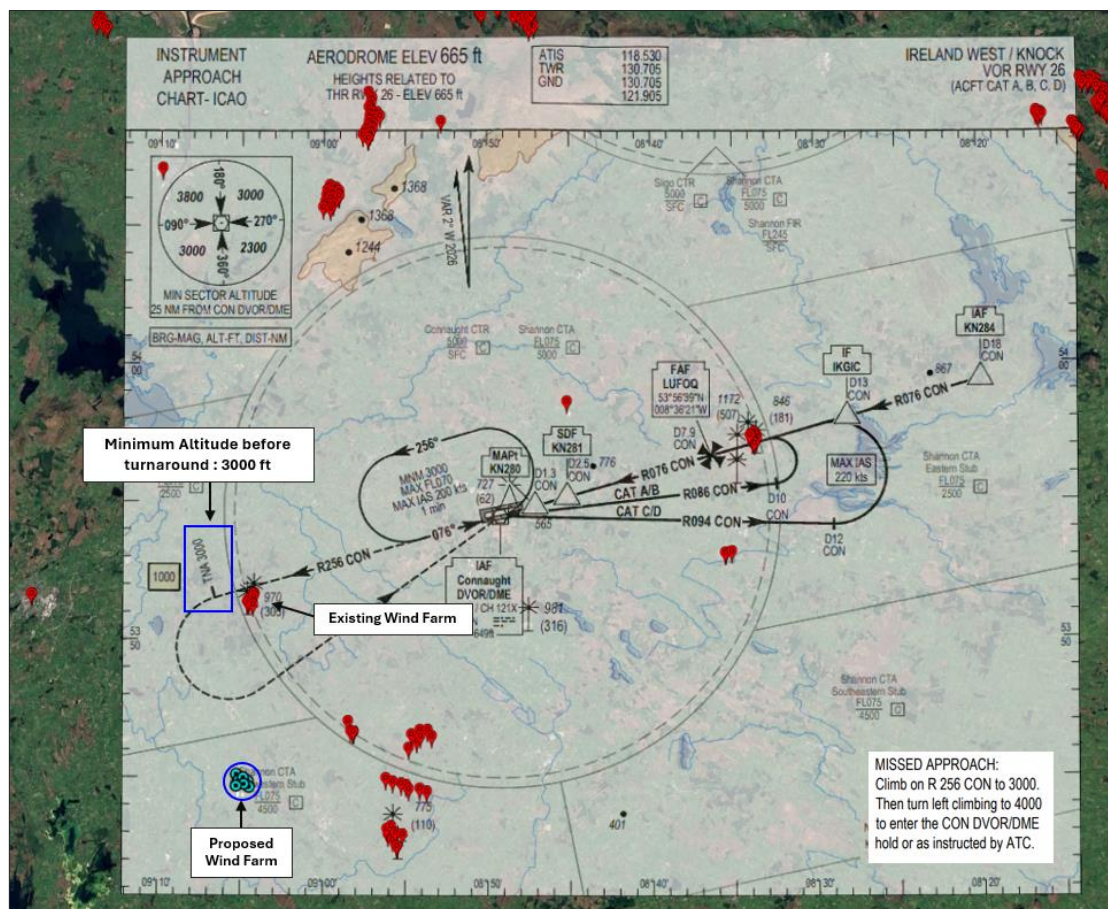


Figure 10. Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-11.1)

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-11.1)	None, based on initial screening	No Impacts, based on initial screening

Table 10. Aviation Impact Review - Instrument Approach Chart VOR RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-11.1)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.5.4 Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-13.1)

Figure 11 shows the proposed wind turbine locations overlaid on IFP Chart EIKN AD 2.24-13.1. While the figure indicates that aircraft would fly over/near the Site, the procedure requires the aircraft to account for existing obstacles (e.g. high terrain and existing wind farms).

The chart/procedure also specifies that when an aircraft reaches Waypoint UNAXA as it approaches Ireland West Airport, the aircraft must have a mandatory minimum altitude of 5000 ft. At this altitude there would be no impact due to the Proposed Wind Farm.

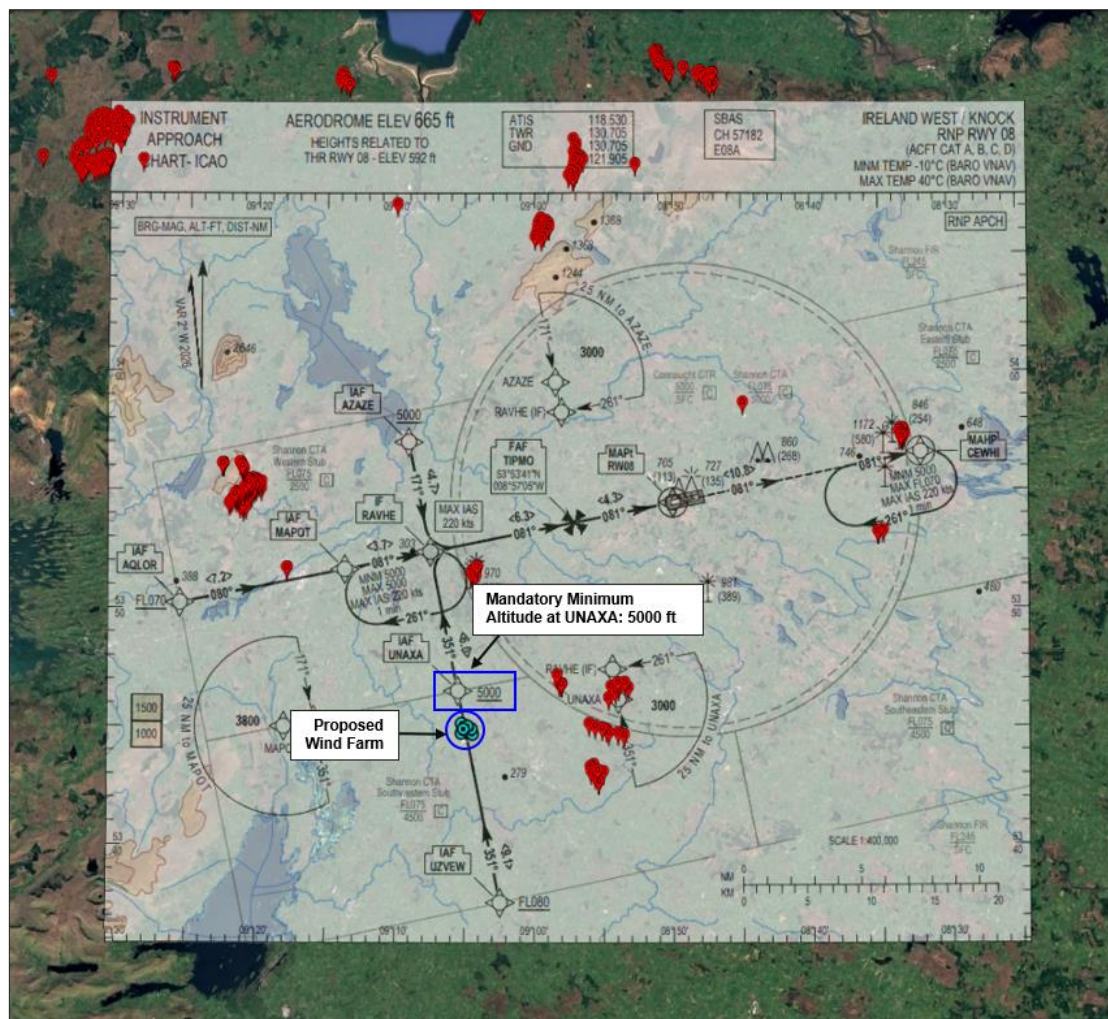


Figure 11. Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-13.1)

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-13.1)	None, based on initial screening	No Impacts, based on initial screening

Table 11. Aviation Impact Review - Instrument Approach Chart NDB RWY 26 (ACFT CAT A, B, C, D) – ICAO (EIKN AD 2.24-13.1)

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.6 Permitted Wind Farms in vicinity of Proposed Wind Farm

The Planning References for the permitted wind farms in the vicinity of the proposed wind farm are shown below in Table 12.

Wind Farm	Planning Reference	Description
Cuillalea	98/1672 537455	Operational Wind Farm
Mace Upper	00/1954 062476	Operational Wind Farm
Magheramore	09/664 13631	Operational Wind Farm
Cloontooa	13/633	Operational Wind Farm
Ballykinava	13/617	Operational Wind Farm

Table 12. Permitted Wind Farms in vicinity of proposed Wind Farm

All of the above wind farms are operational and do not have an operational impact to the instrument flight charts for Instrument Approach and Standard Departures to\from Ireland West Airport.

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.7 Communication and Navigation Systems

The AIP document EIKN_AD_2 provides information for communication and navigation facilities for Ireland West Airport. The table below shows the channel frequencies for the ATS communications Facilities and the Radio Navigation and Landing Aids for the airport.

Aerodrome	ATS communications Facilities Channel Frequency	Radio Navigation and Landing Aids Channel Frequency	Approximate Distance to Localizer and Transmitting antennas	Impacts of wind farm
Ireland West	118 MHz –131 MHz	110 KHz – 330 MHz	24 km	No impacts

Table 13. Communications and Navigation Systems – Ireland West Airport

As the Proposed Wind farm is over 20 km from the Localizers and transmitting antennas, it is very unlikely that the proposed turbines will have any impact on these ATS communications and radio navigational aids. Typically, interference to VHF communications systems will only occur when obstacles are in close proximity to the VHF transmitter e.g. less than 500 m.

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Communication and Navigation Systems	No action	None

Table 14. Aviation Impact Review - Communication and Navigation Systems

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.8 Radar Surveillance Sensors

The tables below show the EUROCONTROL Guidelines Assessment Zone arrangement for the two types of aviation radar surveillance systems; Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR).

Zone	Description	Assessment Requirements
Zone 1	0 - 500m	Safeguarding
Zone 2	500m – 15 km and in radar line of sight	Detailed Assessment
Zone 3	Further than 15 km and in radar line of sight	Simple Assessment
Zone 4	Not in radar line of sight	No Assessment

Table 15. PSR Zone Arrangements

Zone	Description	Assessment Requirements
Zone 1	0 - 500m	Safeguarding
Zone 2	500m – 16 km but within maximum instrumented range and in radar line of sight	Detailed Assessment
Zone 4	Further than 16 km or not in radar line of sight	No Assessment

Table 16. SSR Zone Arrangements

The EUROCONTROL Guidelines require a 16 km safe distance for a “Zone 4 - No Assessment” condition and detailed assessments are required for any proposed wind within 16km of a secondary surveillance radar.

It should be noted that in the UK, NATS (Air Traffic Control) safeguards SSR to a distance of 10 km. The guidelines used by NATS (*CAP 764: Chapter 2: Impact of wind turbines on aviation*) state that:

“Wind turbine effects on SSR are traditionally less than those on PSRs but can be caused due to the physical blanking and diffracting effects of the turbine towers, depending on the size of the turbines and the wind farm. These effects are typically only a consideration when the turbines are located very close to the SSR i.e. less than 10 km.”

A review of the potential impact of the Proposed Wind Farm on Radar Surveillance Sensors is presented below in Section 2.8.1. The review shows that AirNav Ireland should not require a radar assessment, as turbines at the proposed development would be located in Assessment Zone 4 for all of their radar installations (PSR and SSR).

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Radar Surveillance Sensors	No action	None.

Table 17. Aviation Impact Review - Radar Surveillance Sensors

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.8.1 AirNav Ireland Radar Surveillance Sensors

To determine which Radar Assessment Zones are applicable to the Proposed Wind Farm, a desktop assessment was carried out. The nearest radar surveillance installation to the Site is the AirNav radar station at Dooncarton.

An assessment of the potential impact due to the proposed wind farm on this radar installation is provided in Section 2.8.1.1.



Figure 12. Nearest AirNav Ireland Radar Surveillance Site relative to the Proposed Wind Farm.

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.8.1.1 Dooncarton SSR Radar Assessment

The radar surveillance site at Dooncarton consists of a SSR system located in the six-story circular reinforced concrete communications tower shown in Figure 13. The SSR antennas are housed in the dome-shaped structure at the top of the tower.



Figure 13. Dooncarton SSR Radar Station

Figure 14 below shows the location of the Proposed Wind Farm relative to the radar station at Dooncarton. As the figure shows the Proposed Wind Farm is 75 km from Dooncarton, significantly beyond 16 km from the radar station (i.e. indicating that a Detailed Radar Assessment should not be required).

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

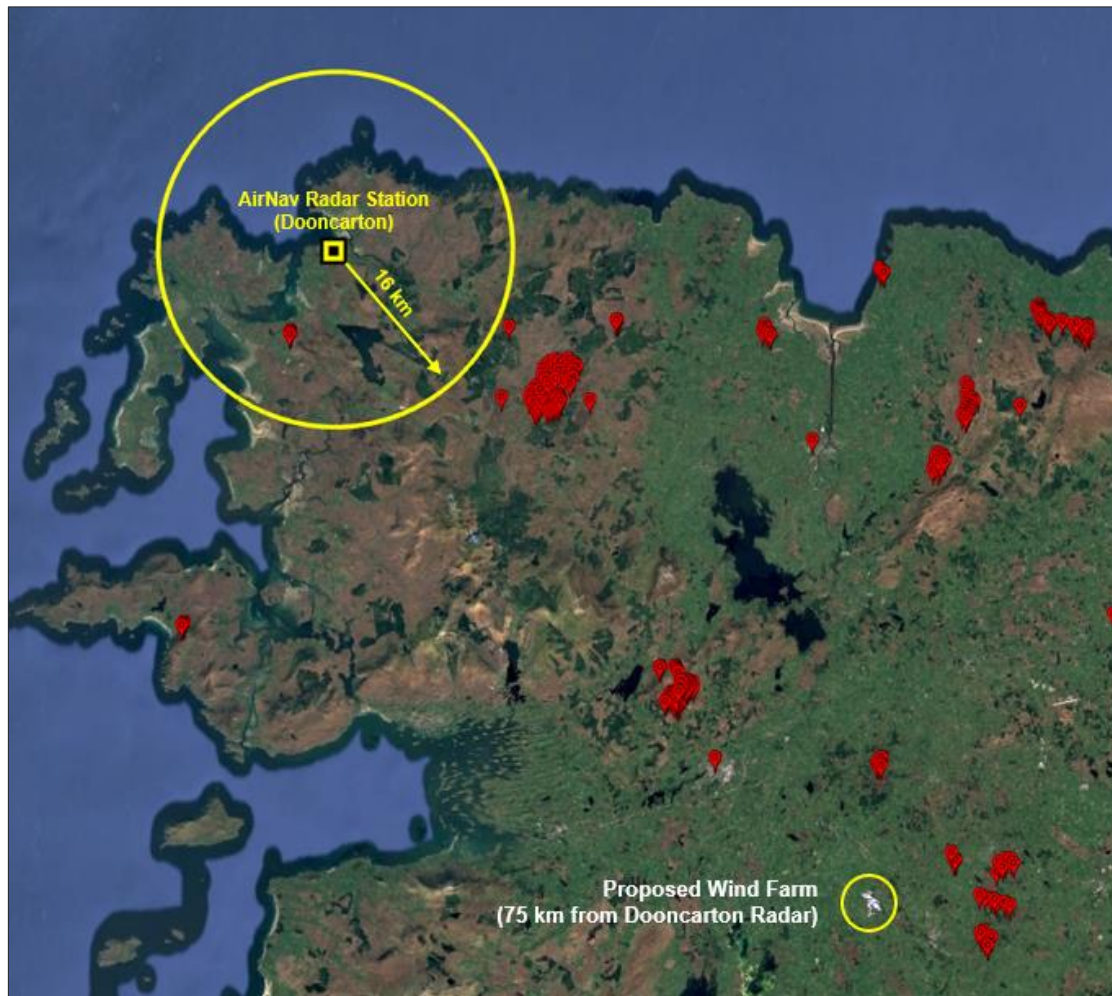


Figure 14. Proposed Wind Farm - 75 km from nearest AirNav Radar Station (Dooncarton SSR)

Table 18 below shows the (EuroControl) Assessment Zone applicable to the proposed turbines. The applicable Assessment Zone for the Proposed Wind Farm has been based on distance from the Radar Station and whether radar line-of-sight conditions exist.

As the table shows, the Proposed Wind Farm would be located in Radar Assessment Zone 4, as specified by the EUROCONTROL Guidelines, which indicate that a detailed technical assessment would not be required for the impact on the SSR radar station at Dooncarton.

Wind Farm ID	Distance to PSR / SSR Radar Station	EuroControl Radar Assessment Zone	Radar LOS Assessment (EuroControl Guidelines)
Cunlaghfadda	75 km	Zone 4	Detailed Assessment Not Required

Table 18. EuroControl Safeguarding Guidelines – Dooncarton Radar Station

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.9 Flight Inspection and Calibration

Flight checks are conducted annually to ensure that flight procedures and associated navigational aids are safe and accurate. These flight checks are carried out by an AirNav approved Flight Inspection Service Provider (FCSL). The checks are carried out during annual inspections consisting of radial and orbital test flights around Ireland West Airport for calibration of instrument landing systems (ILS). Test flights are done for inspection and calibration of the ILS Localiser Lateral Coverage Sector and the ILS Glide Path Sector.

2.9.1 ILS Localiser Lateral Coverage Sector

Figure 15 shows the ILS Localiser Lateral Coverage Sector, as defined in ICAO Annex 10. Figure 16 shows the Proposed Wind Farm relative to the ILS Localiser Lateral Coverage Sector for Ireland West Airport RWY08.

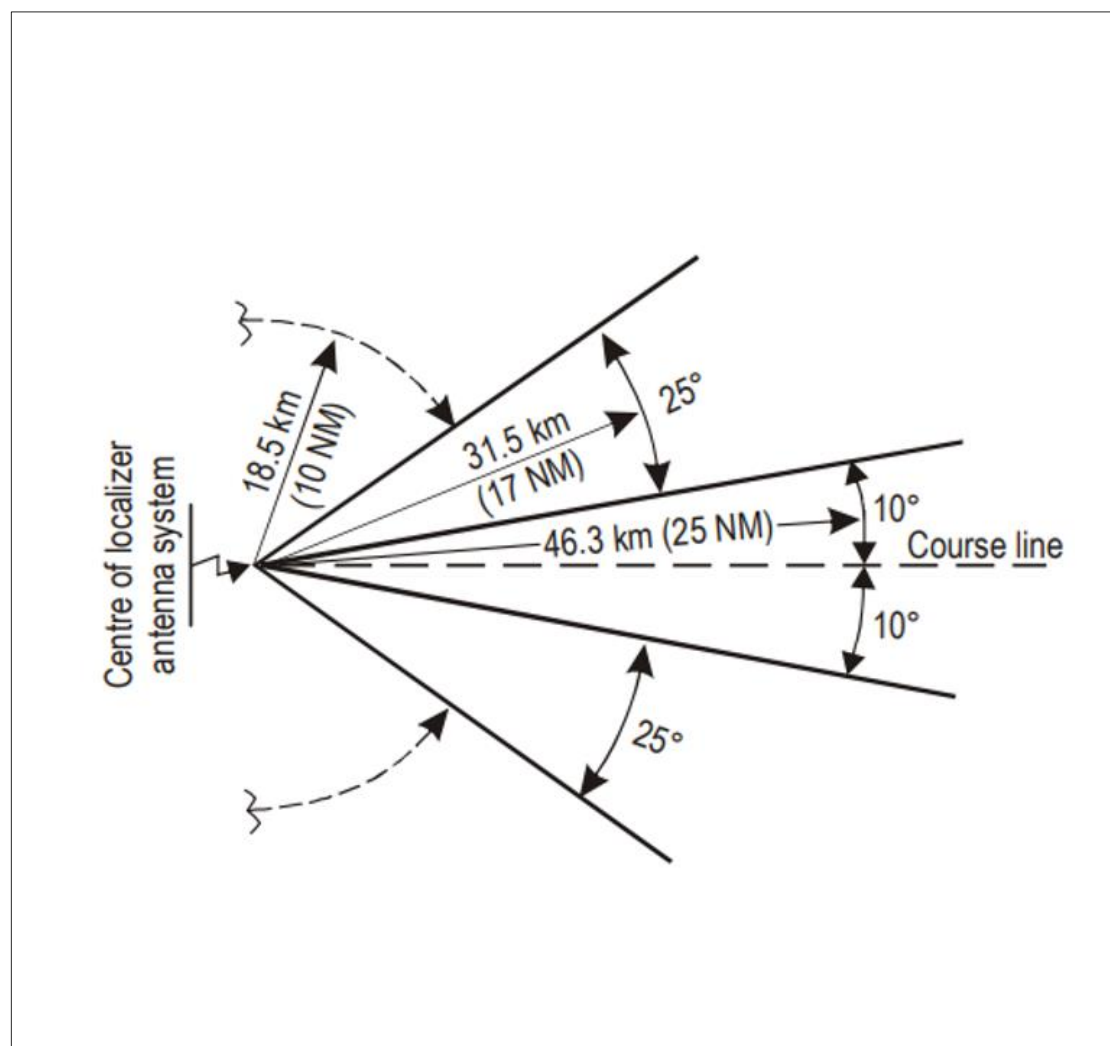


Figure 15. ILS Localiser Lateral Coverage Sector (as defined in ICAO Annex 10)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

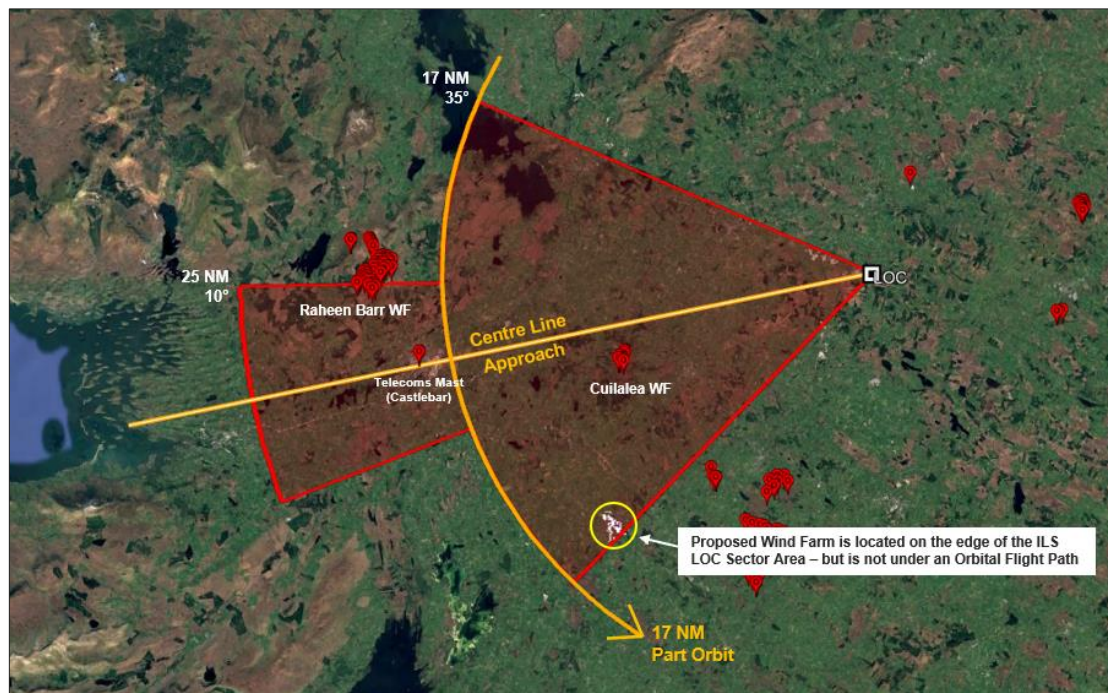


Figure 16. Ireland West RWY08 ILS Localiser Lateral Coverage Sector

As Figure 16 above shows, the Proposed Wind Farm is located near the outer edge of the ILS Localiser Lateral Coverage Sector for Ireland West RWY08, and is unlikely to have any significant impact on the ILS.

However, as previously mentioned, inspections of the ILS Localiser facilities are done by orbital and radial flights around the airport by an AirNav approved Flight Inspection Service Provider (FCSL). The flight paths of the latest publicly available FCSL Inspection/Calibration flights are shown in Figures 17 and 18 below.



Figure 17. FCSL Flight Route – 31st October 2025

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

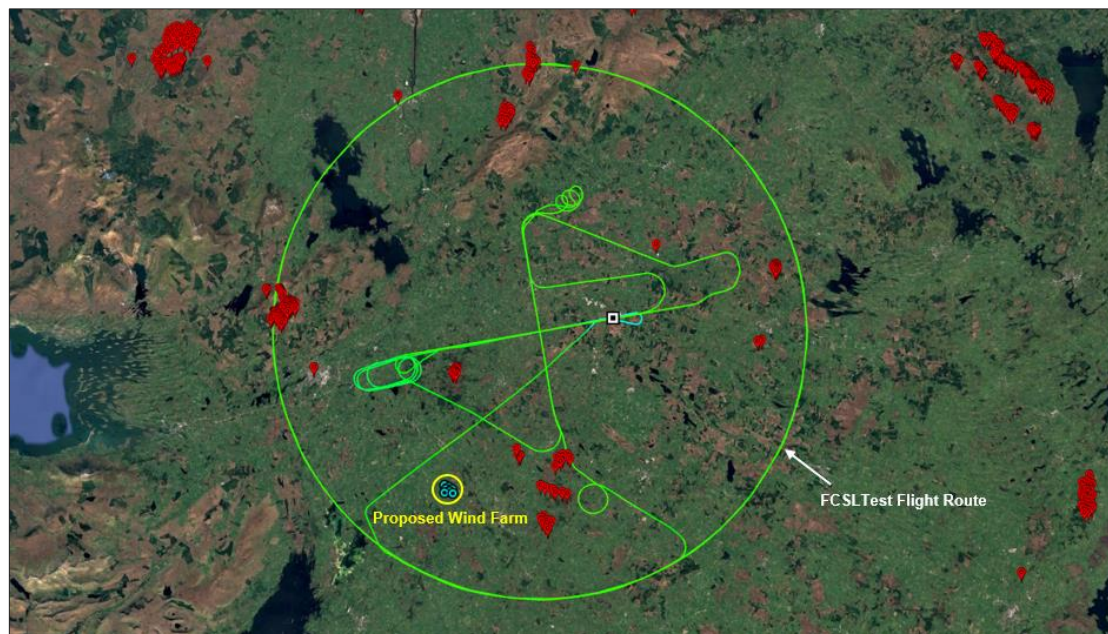


Figure 18. FCSSL Flight Route - 09th November 2025

As can be seen in Figures 18, the FCSSL flight route does pass relatively near to the Proposed Wind Farm. To further assess the FCSSL flight route, the test aircraft altitude has been plotted and shown relative to the proposed turbines.

Figure 19 below shows a Close-up view of the FCSSL aircraft on its test flight (09/11/25) for Ireland West Airport. The altitude of the aircraft as it passes over/near the proposed wind farm is 3900 ft. This distance is over 3000 ft higher than any of the maximum turbine tip heights of the proposed turbines. At this distance it is highly unlikely that there would be any impact to the Inspection/ Calibration Test Flights.

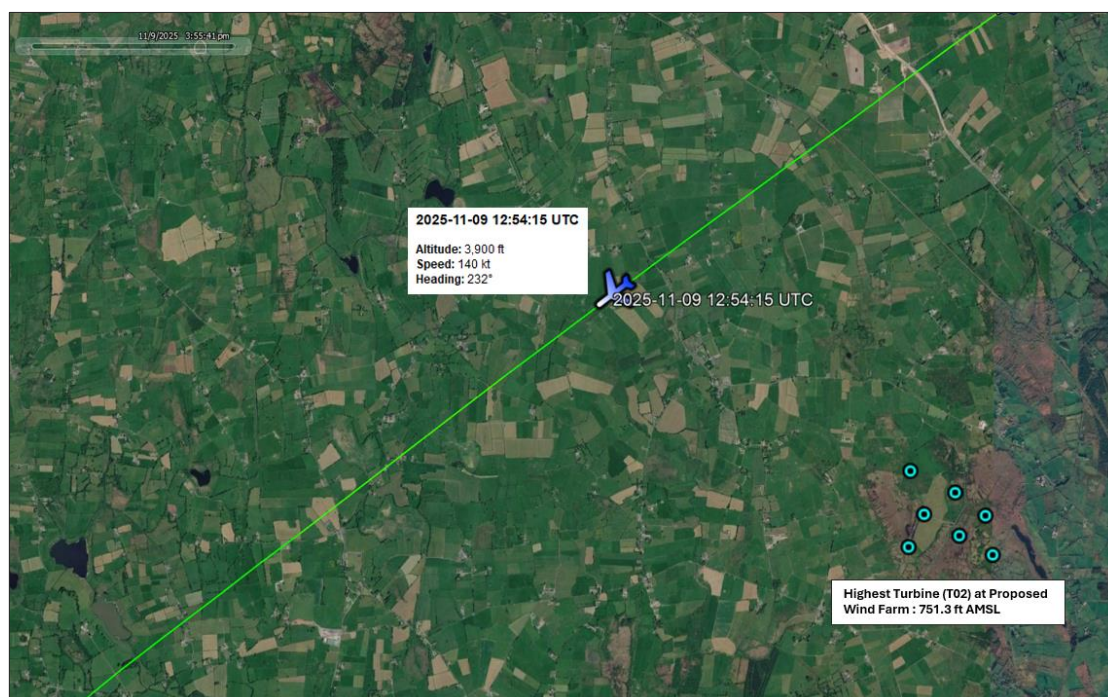


Figure 19. Altitude of FCSSL Flight Route - 09th November 2025

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.9.2 ILS Glide Path Sector

Figure 20 shows the ILS Glide Path Coverage Sector, as defined in ICAO Annex 10. Glide Path flight inspection procedures include checks below the sector to assure a safe flight path area between any obstacles on the approach path and the bottom edge of the Glide Path Sector.

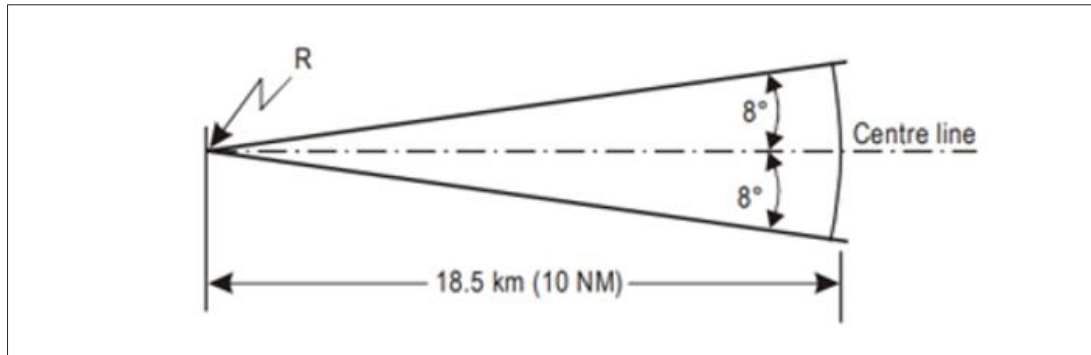


Figure 20. ILS Glide Path Coverage Sector (as defined in ICAO Annex 10)

The Glide Path slice flight profiles (i.e. 8° of centre line) must therefore ensure that the test aircraft clears obstacles by at least 500 ft in Visual Meteorological Conditions (VMC) and by at least 1000 ft in Instrument Meteorological Conditions (IMC).

Figure 21 shows the Proposed Wind Farm relative to the ILS Glide Path Coverage Sector for Ireland West Airport RWY08. As shown in the figure, the Proposed Wind Farm is over 10 km from the southern slice. At this distance there would be no impact on the Glide Path Inspection/Calibration Flight Procedures for RWY08.

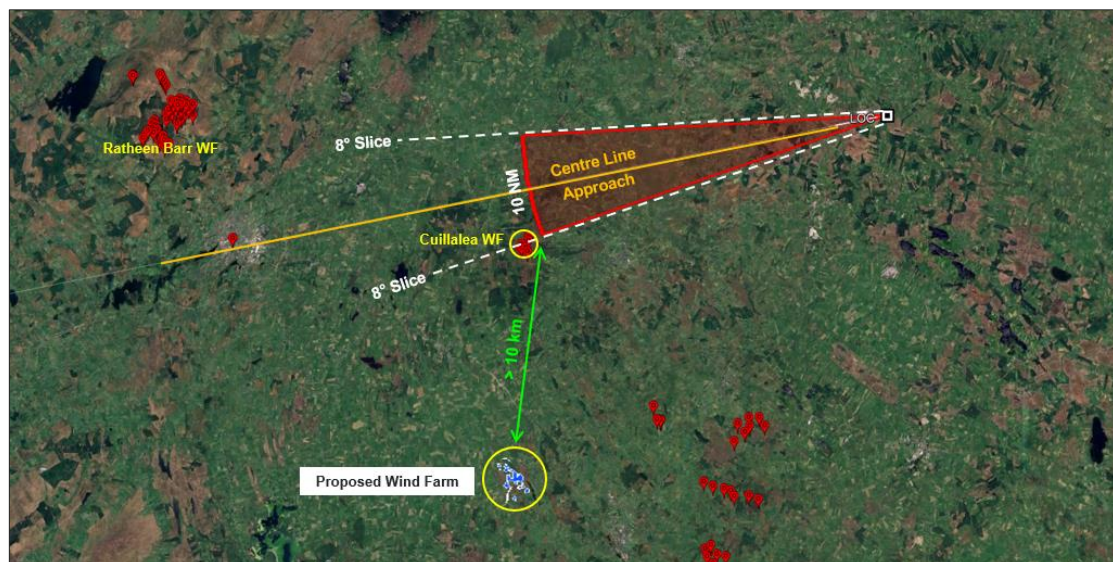


Figure 21. Ireland West Airport RWY08 ILS Glide Path Lateral Coverage Sector

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Flight Inspection and Calibration	No Mitigation Measure Actions are expected.	None.

Table 19. Aviation Impact Review - Flight Inspection and Calibration

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.10 Aeronautical Obstacle Warning Light Scheme

In the event of a grant of planning consent the AirNav-ANSP would require the lighting of the proposed turbines in the interest of aviation safe-guarding as the Proposed Wind Farm may be considered as an en-route obstacle. The Applicant intends to implement an aeronautical obstacle warning lighting scheme.

It is recommended that lighting requirements should be in accordance with Chapter Q – Visual Aids for denoting Obstacles; CS ADR.DSN.Q.851 and GM.ADR.DSN.Q.851 (Pages 729/730) of the EASA Easy Access Rules for Aerodromes (Reg (EU) No. 139/2014) where it states that

“Applicability: When considered as an obstacle a wind turbine should be marked and/or lighted.”

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Aeronautical Obstacle Warning Light Scheme	It is likely that AirNav Ireland would request that the wind farm, if permitted, would be fitted with Aeronautical Obstacle Warning Lights in accordance with industry standards. Subject to further consultation with the AirNav Ireland.	None

Table 20. Aviation Impact Review - Aeronautical Obstacle Warning Light Scheme

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.11 Irish Air Corps / Department of Defence Safeguarding

The Irish Air Corps (IAC) Position Paper “*Air Corps Wind Farm/ Tall Structures Position Paper*” published on 08th August 2014 (Appendix C), states that the Air Corps are likely to oppose any wind farm / tall structure in the following restricted areas:

- Lands underlying military airspace for flying activity. (Areas contained in Danger Areas EI-D1, EI-D5, EI-D6, EI-D13, EI-D14, Restricted Areas EI-R15, EI-R16 within 20 NM of Baldonnel, MOAs 3 and 4 within 20 NM of Baldonnel.
- Low Flying Training Areas within MOA 4 in the areas of; Blessington, Edenderry/Allenwood/Rathangan, Kilmeague/Newbridge.
- Low Flying Training Area West – LFTA WEST.
- A distance of 5 NM or less from military installations.
- Critical low level flying routes in support of Air Corps operation requirements as described in Figure 22 below.

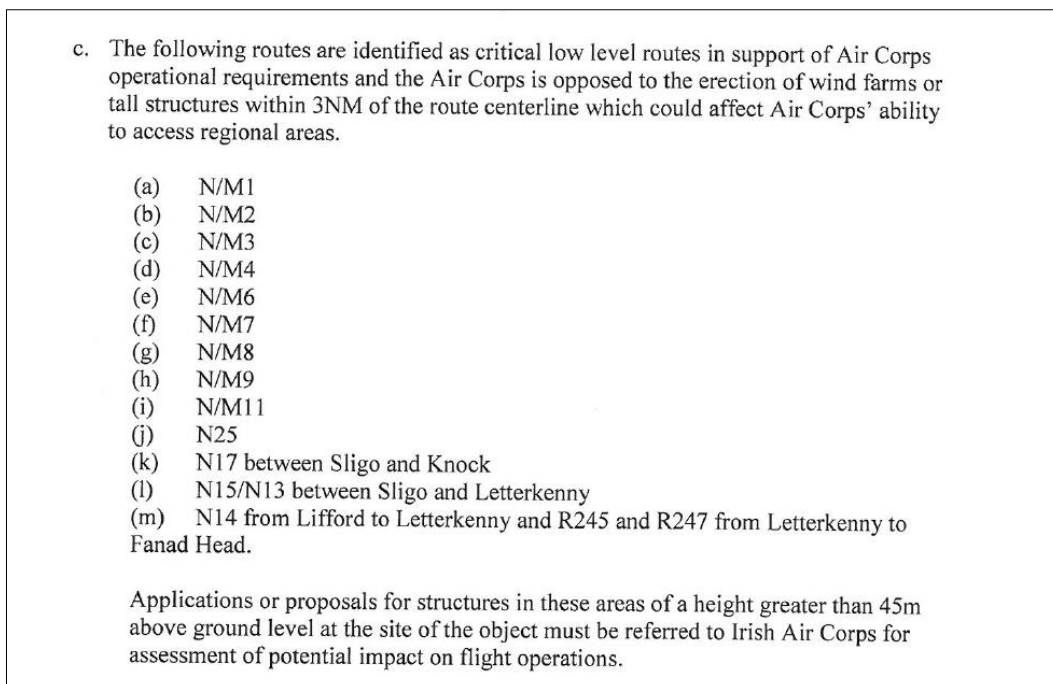


Figure 22. Irish Air Corps – Critical Low-Level Flight Routes

In addition to the restricted areas, as outlined above, the IAC have specific aviation lighting requirements for wind farm developments. In Section 2.11 and Section 2.11.2, reviews of the IAC Restricted Areas, and the Military Aviation Lighting requirements are provided.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.11.1 IAC Restricted Areas

The nearest of the Air Corps restricted areas to the Proposed Wind Farm is the 3 NM restricted area around the N17 between Sligo and Knock, as shown in Figure 23 below. As the Site is located outside the restricted area, there should be no impacts on Irish Air Corps activities.

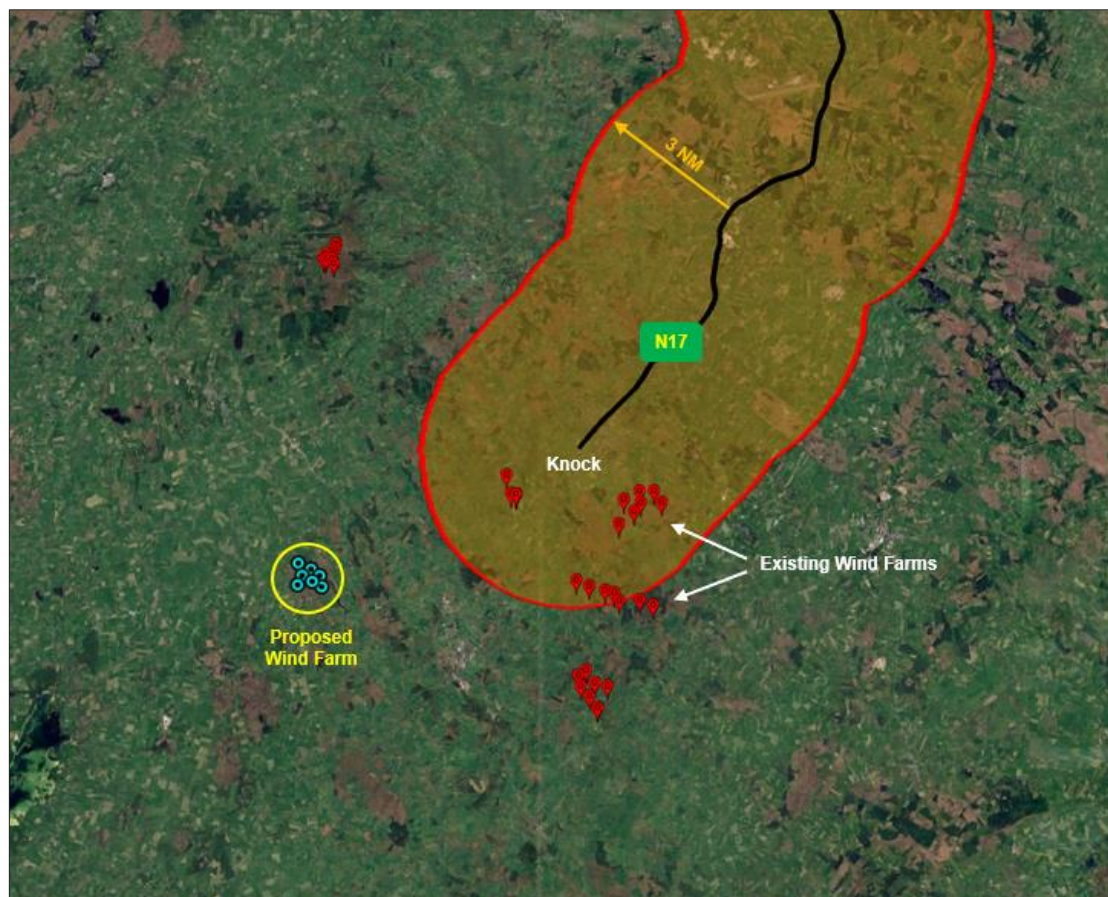


Figure 23. Proposed Wind Farm relative to IAC Critical Low-Level Flight Routes

2.11.2 Military Aviation Lighting

The Department of Defence (DoD) have made the following observations regarding military aviation lighting requirements in a recent scoping consultation exercise carried out for the Proposed Project.

- *All turbines should be illuminated by Type C, Medium intensity, Fixed Red obstacle lighting with a minimum output of 2,000 candela to be visible in all directions of azimuth and to be operational H24/7 days a week. Obstacle lighting should be incandescent. If LED or other lighting types are used, should be a type visible to Night Vision equipment. Obstacle lighting must emit light at the near Infra-Red (IR) range of the electromagnetic spectrum, specifically at or near 850 nanometres (nm) of wavelength. Light intensity to be of similar value to that emitted in the visible spectrum of light.*
- *In the event negative impacts on future military radar systems, the owner will engage with the Department of Defence and will provide suitable mitigations as soon as practical.*

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

For Military Aviation Lightning, it is recommended is to engage at the early stage in a consented development (subject to planning conditions), to agree on the details relating to the lighting requirements for the DoD/IAC.

Aviation Impact Review	Observations
Irish Air Corps / Department of Defence Safeguarding	The desktop screening indicates that wind turbines at the proposed development would not be located in an IAC restricted area and would not have any impacts on Irish Air Corps activities. Regarding Military Aviation Lightning, the recommendation is to engage at the early stage in a consented development (subject to planning conditions), to agree on the details relating to the lighting requirements for the DoD/IAC.

Table 21. Aviation Impact Review - Irish Air Corps / Department of Defence Safeguarding

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.12 The Garda Air Support Unit (GASU)

The Garda Air Support Unit is based at Casement Aerodrome, Baldonnell and is typically deployed to incidents in the following cases:

- Immediate threat to life
- Incidents of a criminal, terrorist or other nationally important nature
- Immediate threat of serious public disorder
- Tasks leading to the prevention or detection of crime
- Evidence gathering
- Intelligence gathering
- Photographic tasks
- Traffic Management/Monitoring

The unit consists of one fixed-wing aircraft (a de Havilland Canada-6 Twin Otter Guardian 400 aircraft) and two helicopters (Eurocopter EC 135 T2).



Figure 24. GASU - de Havilland Canada-6 Twin Otter Guardian 400 aircraft



Figure 25. GASU - Eurocopter EC135 T2

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

The Proposed Wind Farm is located in an area that is sparsely populated and on agricultural / boggy terrain. For these reasons, it is highly unlikely that the Proposed Wind Farm would have any significant impacts on GASU operations.

In the unlikely event of GASU operations in the general area, it should be noted that all modern aircraft are equipped with a range of Global Navigation Satellite Systems (GNSS), e.g. GPS, GLNASS, Galileo, etc. These GNSS systems provide pilots with accurate navigation information including data to avoid obstacles during VFR operations. Should the Proposed Wind Farm be permitted, the associated turbine locations would be submitted to AirNav Ireland and aviation charts and GNSS databases would be updated accordingly.

GASU Aircraft	Impact of proposed wind farms - Opinion
Fixed-wing Airplane (Pilatus Britten-Norman BN 2T-4S Defender 4000)	Low – Fixed-wing aircraft are unlikely to be deployed in low level activity in the subject areas. In addition, the aircraft would be equipped with modern communications systems and navigational equipment. Should the wind farm be permitted, the turbines would be fitted with aeronautical lighting and would be clearly marked in aviation charts.
Helicopter (Eurocopter EC135 T2)	Low – Helicopter landings in the subject area would not occur as the proposed wind farm located in agricultural / boggy terrain. In addition, the aircraft would be equipped with modern communications systems and navigational equipment. Should the wind farm be permitted, the turbines would be fitted with aeronautical lighting and would be clearly marked in aviation charts.

Table 22. Impact of proposed wind farm on GASU Operations

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Garda Air Support Unit (GASU)	No action	None

Table 23. Aviation Impact Review - Garda Air Support Unit (GASU)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

2.13 The Emergency Aeromedical Service (EAS)

The air ambulance service in Ireland is known as the Emergency Aeromedical Service (EAS). The EAS crew (which include National Ambulance Service (NAS) paramedics) deal with time-critical emergency callouts to major emergencies such as road collisions and urgent medical events. The EAS currently operate two air ambulance helicopters operating from two bases:

- Custume Barracks, Athlone, Co Westmeath.
- Rathcoole Aerodrome, Rathcoole, Mallow, Co Cork.

The two helicopter borne emergency air ambulances consist of an Air Corps operated aircraft based at Custume Barracks in Athlone, and an aircraft located at Rathcoole Aerodrome in North County Cork. The nearest EAS base to the Proposed Wind Farm is the base in Athlone. The flight times from the EAS base at Athlone are shown in Figure 26.

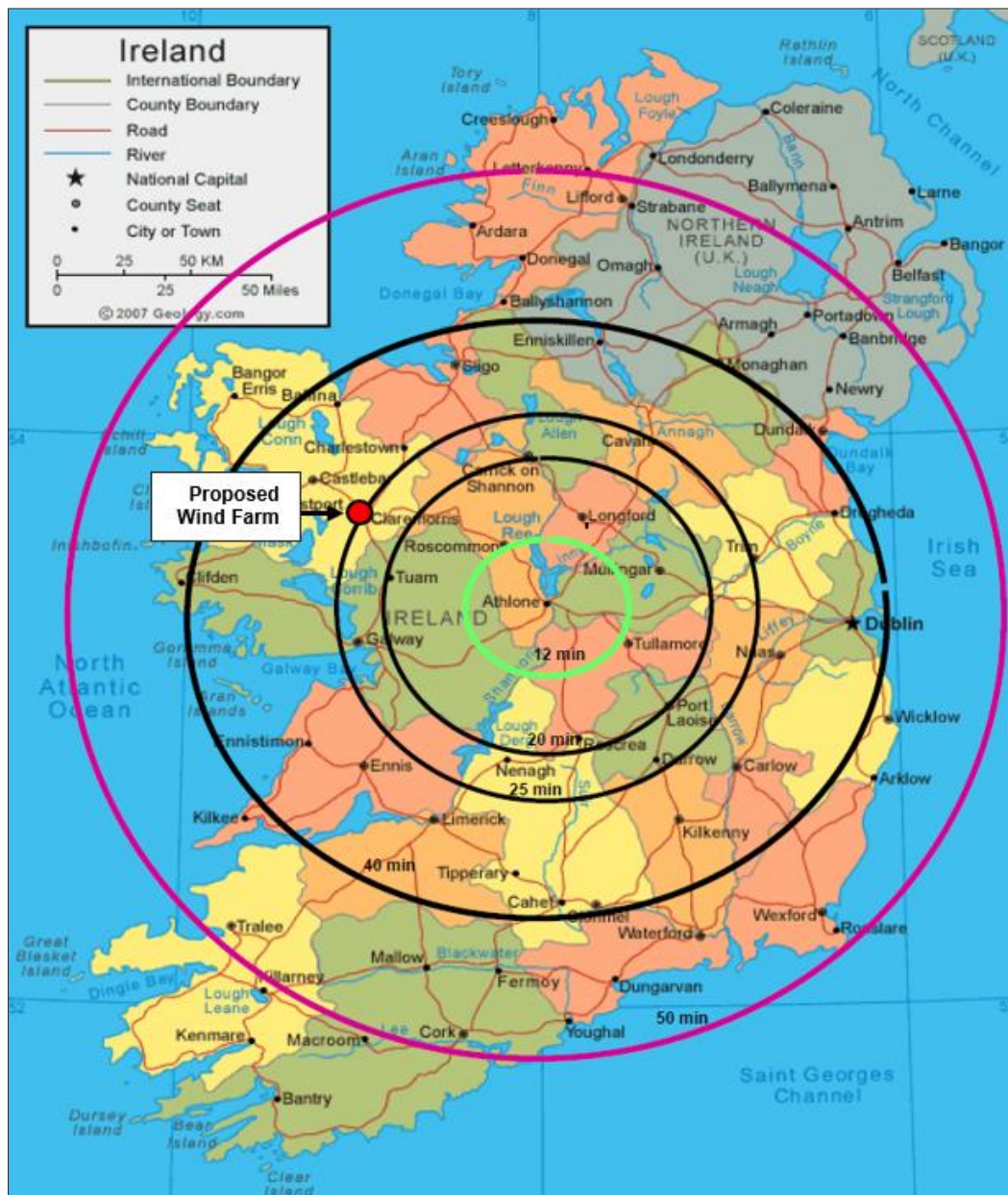


Figure 26. EAS – Flying Times from Athlone

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Helicopter landings are highly unlikely to occur in the subject area due to the agricultural / boggy terrain of the Site.

Also, should the Proposed Wind Farm be permitted the associated turbine locations would be submitted to AirNav Ireland and aviation charts and GNSS databases would be updated accordingly. EAS helicopters would also be fitted with GNSS systems which would clearly identify any potential objects in the operational area (e.g. wind turbines).

In addition, the permanent footprint of the Proposed Wind Farm (5ha) is small and any flight diversions for EAS operations would have negligible time impacts. For these reasons, turbines at the Proposed Wind Farm should have no impact on EAS flights from Athlone.

EAS Aircraft	Impact of proposed wind farms – Opinion
Helicopter (Eurocopter EC135)	Low – Helicopter landings at the subject area are highly unlikely to occur as the Site is located on agricultural / boggy terrain. In addition, the aircraft would be equipped with modern communications systems and navigational equipment. Should the wind farm be permitted, the turbines would be fitted with aeronautical lighting and would be clearly marked in aviation charts.

Table 24. Impact of Proposed Wind Farm on EAS Operations

Aviation Impact Review	Mitigation Measure Action	Residual Impact
Emergency Aeromedical Service (EAS)	No action	None

Table 25. Aviation Impact Review - Emergency Aeromedical Service (EAS)

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

3. Summary

A summary of the aviation review for the proposed wind farm at Cunlaghfadda is provided in Table 26 below.

Item	Impact	Summary
Annex 14 - Obstacle Limitation Surfaces (OLS)	None	The proposed turbines at the Site would be located outside the OLS Surfaces for Ireland West Airport.
Annex 15 - Aerodrome Surfaces	Observation	The proposed turbines would penetrate the ICAO Annex 15 Aerodrome Surface. All obstacles, if more than 100 meters above terrain for a distance of 45 km from center point of Ireland West Airport, need to be registered in the IAA Air Navigation Obstacle Data Set. The IAA may request that the turbines be included in the IAA Aeronautical Electronic Terrain and Obstacle Data Sets (eTOD). It should be noted that other existing tall structures near the Site (e.g. existing turbines at Cuillalea, Mace Upper, Magheramore, Cloontooa, and Ballykinava) are also located within the ICAO Annex 15 Aerodrome Surface and are already listed in the IAA Aeronautical Electronic Terrain and Obstacle Data Sets.
Building Restricted Areas	None	A review shows that Cunlaghfadda is more than 15 km from the BRAs for Ireland West Airport. At this distance there would be no impact due to the proposed wind farm.
Minimum Sector Altitudes (MSA)	None	A review of the Minimum Sector Altitudes (MSA) shows that the Proposed Wind Farm is within 25 nautical miles of the VOR/DME at Ireland West Airport. The maximum allowable structure in the applicable sector is 2600 ft (AMSL). The proposed turbines would not exceed the 2600 ft applicable threshold, therefore the MSA of the sector will not be affected and there will be no impact on the published MSA altitude figures.
Instrument Flight Procedures	Observation	A review shows that the instrument flight procedures for Ireland West Airport are unlikely to be impacted. Based on the initial screening review.
Communication and Navigation Systems	None	As the Proposed Wind Farm is over 20 km from the Localizer and transmitting antenna at Ireland West Airport, it is very unlikely that the Proposed Wind Farm will have any impact on these ATS communications and radio navigational aids.
Radar Surveillance Sensors	None	The proposed turbines would be located in Assessment Zone 4 (EuroControl guidelines) for SSR and PSR instruments and a detailed Radar Impact Assessment should not be required by AirNav Ireland.
Flight Inspection and Calibration	Observation	A review of the Flight Inspection Procedures indicates that there will be no impact due to the Proposed Wind Farm. However, AirNav may request that their Flight Inspection Service Provider (FCSL) be contacted so that they can assess the proposed development.
Aeronautical Obstacle Warning Light Scheme	Observation	It is possible that AirNav Ireland may request that the Proposed Wind Farm, if permitted, would be fitted with Aeronautical Obstacle Warning Lights in accordance to industry standards. Subject to further consultation with AirNav Ireland.
Irish Air Corps / DoD Safeguarding	None	The Proposed Wind Farm is not located in an IAC restricted area, and it is highly unlikely that turbines at the Site would have any impact on IAC aviation activity. Regarding Military Aviation Lightning, the recommendation is to engage at the early stage in a consented development (subject to planning conditions), to agree on the details relating to the lighting requirements for the IAC.
Garda Air Support Unit (GASU)	None	A review of GASU operations indicates that they are unlikely to be impacted by the proposed wind farm.
Emergency Aeromedical Service (EAS)	None	A review of EAS operations indicates that they are unlikely to be impacted by the Proposed Wind Farm.

Table 26. Proposed Wind Farm – Aviation Review Summary

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

APPENDIX A - ICAO Annex 15 Area 1 and Area 2 Surfaces.

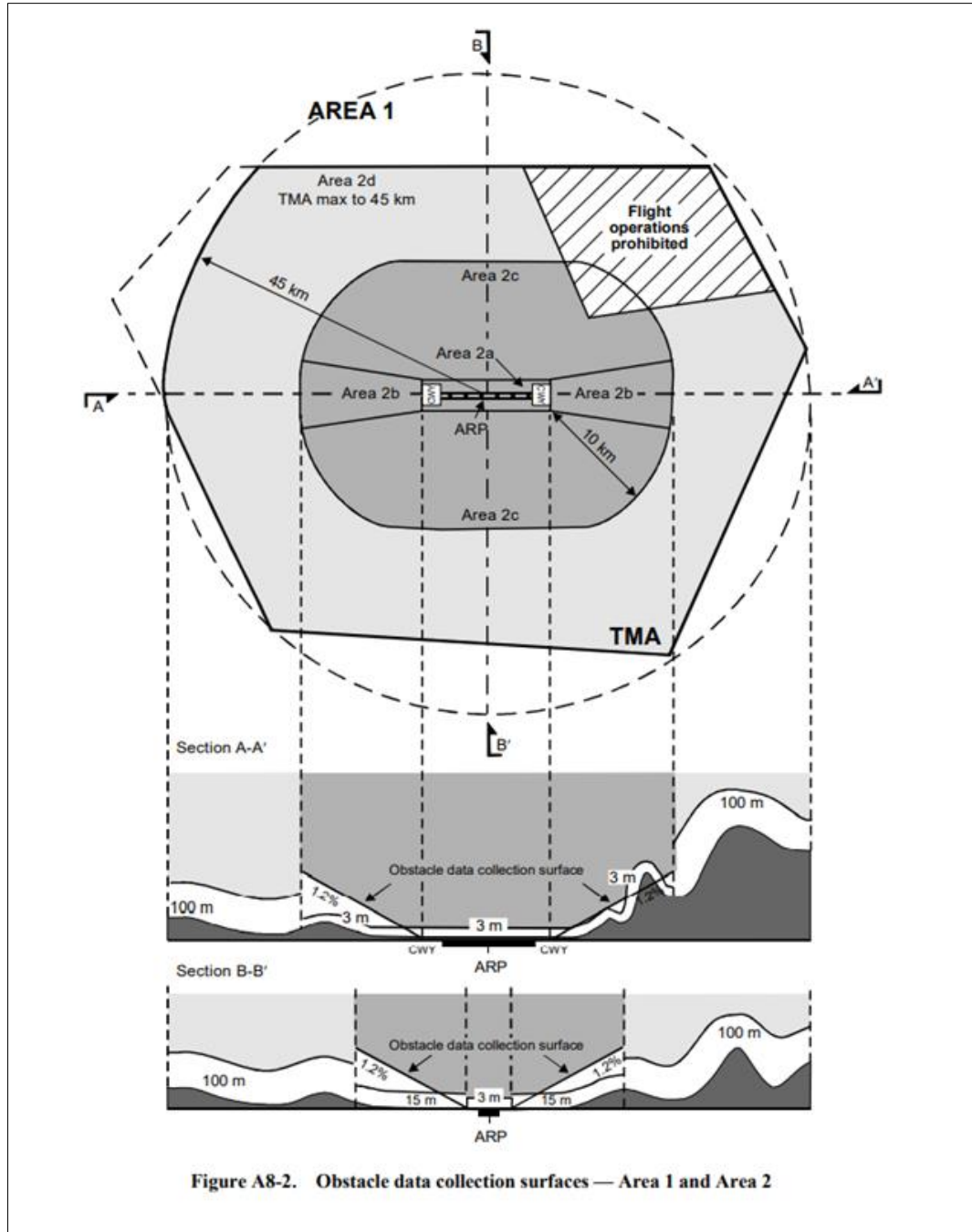


Figure A1. ICAO Annex 15 Area 1 and Area 2 Surfaces.

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

APPENDIX B - ICAO Building Restricted Areas

Figure B1 below shows an example BRA shape for directional facilities. Table B1 provides harmonized guidance figures for the directional navigational facilities in accordance with Figure B1.

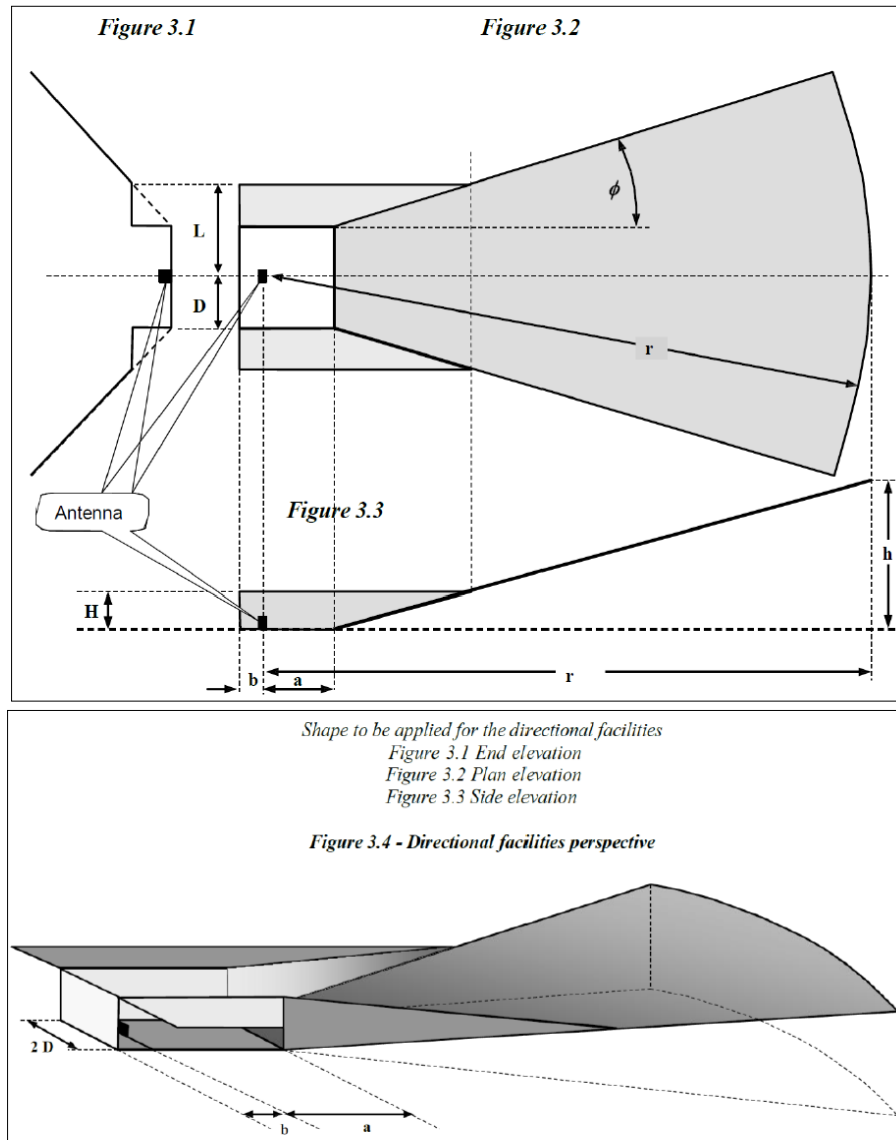


Figure B1 - Example BRA shape for directional facilities (ICAO EUR DOC 015 Figures 3.1-3.4)

Type of navigation facilities	A (m)	b (m)	h(m)	r (m)	D (m)	H (m)	L (m)	ϕ (°)
ILS LLZ (medium aperture single frequency)	Distance to threshold	500	70	a+6000	500	10	2300	30
ILS LLZ (medium aperture dual frequency)	Distance to threshold	500	70	a+6000	500	20	1500	20
ILS GP M-Type (dual frequency)		800	50	6000	250	5	325	10
MLS AZ	Distance to threshold	20	70	a+6000	600	20	1500	40
MLS EL		300	20	6000	200	20	1500	40
DME (directional antennas)	Distance to threshold	20	70	a+6000	600	20	1500	40

Table B1 - Harmonized guidance figures for the directional navigational facilities (ICAO EUR DOC 015 Table 2)

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

APPENDIX C – Air Corps Wind Farm / Tall Structures Position Paper, August 2014

 Óglaigh na hÉireann DEFENCE FORCES IRELAND	Ceanncheatru an Aer Chór <i>Air Corps Headquarters</i> 08 August 14
GOC AC  <u>Air Corps Wind Farm/Tall Structures Position Paper</u>	
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	
CATSO, Ceanncheatru an Aer Chór, Aerodrom Mhic Easmuinn, BAC 22. CATSO Air Corps Headquarters, Casement Aerodrome, Baldonnell, Dublin 22 Ph +353 (0)1 403 7513 Fax: +353 (0)1 403 7850	

AiBridges Total Communications Solutions	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026



Ceanncheatru an Aer Chor
Air Corps Headquarters

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. Baldonnel 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 Baldonnel 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 Baldonnel.
- (h) The area contained within Military Operating Areas, MOAs 3 and 4 within 20NM of Baldonnel.

(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).

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

(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.

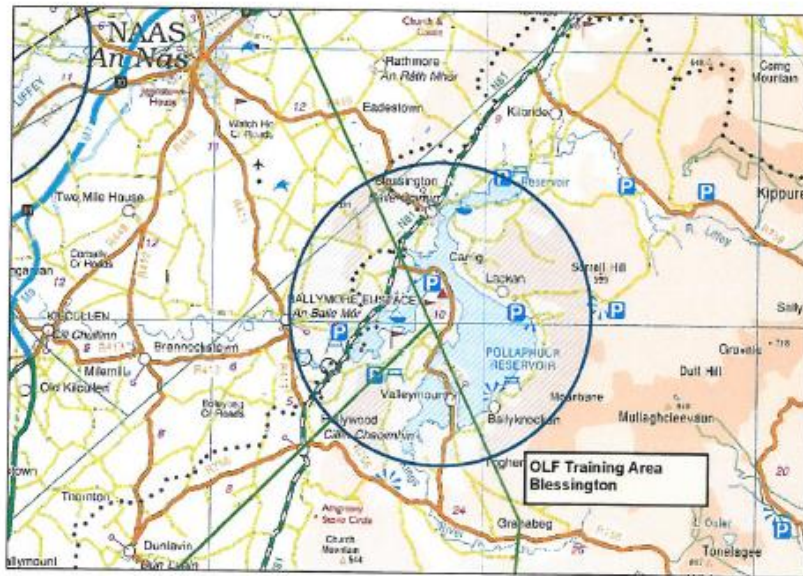
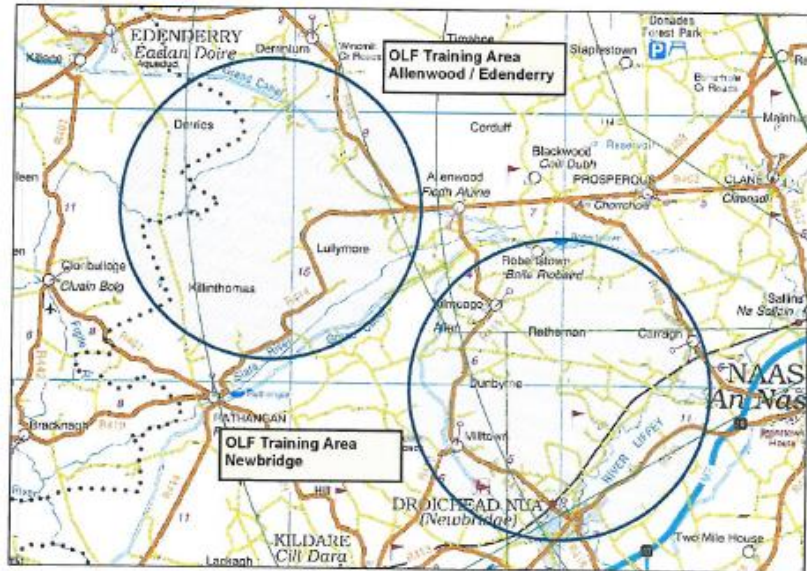
- (a) N/M1
- (b) N/M2
- (c) N/M3
- (d) N/M4
- (e) N/M6
- (f) N/M7
- (g) N/M8
- (h) N/M9
- (i) N/M11
- (j) N25
- (k) N17 between Sligo and Knock
- (l) N15/N13 between Sligo and Letterkenny
- (m) N14 from Lifford to Letterkenny and R245 and R247 from Letterkenny to Fanad Head.

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.

AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Annex A Low Flying Areas - MOA 4



 <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

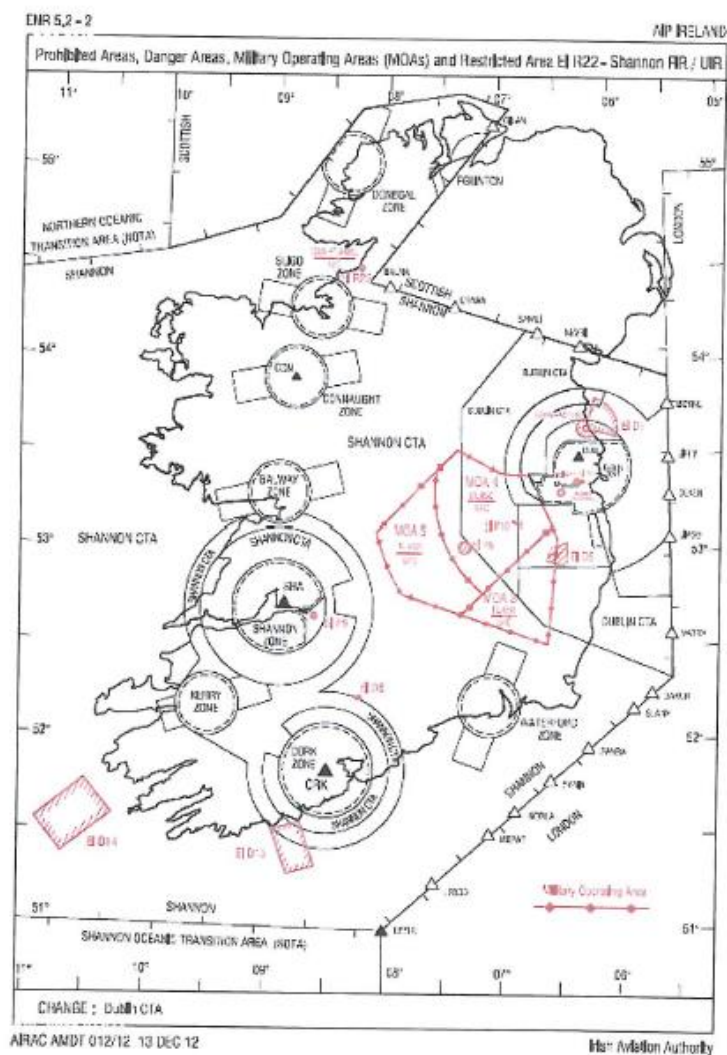
Annex B

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.

Annex C

Designated Airspace Restricted Areas, Danger Areas and Military Operating Areas





AiBridges <i>Total Communications Solutions</i>	Procedure: 001	Rev: 2.0
Cunlaghfadda Green Energy Project – Aviation Review Statement	Approved: KH	Date: 20/04/2026

Annex D

Low Level Routes

