Chapter 14 Addendum: Aviation, Military, & Communications

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Environmental Impact Assessment Report – Addendum
Chapter 14 Addendum: Aviation, Military and Communications

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14.1 Introduction

This Addendum provides information to supplement the assessment of aviation, military and communications presented in chapter 14 of the Environmental Impact Assessment Report (EIAR) (2024) volume 2B. It has been prepared in response to a Request for Further Information (RFI) from An Coimisiún Pleanála (ACP) (formerly An Bord Pleanála) regarding the planning application (case reference ABP-319799-24) for the Oriel Wind Farm Project (hereafter referred to as "the Project").

Table 14A-1 outlines the specific information requested according to the referencing used in the 'Schedule-Further Information Request' provided by ACP. Table 14A-1 also indicates where the corresponding information / responses can be found within this chapter 14 Addendum: Aviation, Military and Communications (EIAR volume 2B Addendum) and provides a concluding statement on any resulting updates or changes to the assessment presented in the EIAR (2024).

The heading sections and subsections in this Addendum use the same headings from chapter 14: Aviation, Military and Communications (EIAR volume 2B). The reader is directed to review the information presented in this Addendum alongside the assessment presented in the EIAR chapter.

Appendix 14-3: Communications Navigation and Surveillance (CNS) Technical Assessment Report (Radar Line of Site) has also been prepared by the Applicant and the results of this assessment are also considered in this Addendum.

Table 14A-1: Further information requested on Aviation, Military and Communications and details on Applicant's response.

Reference	Request for Further Information	Response / Reference to where information is presented	Concluding statement
16.A	The applicant is requested to address the concerns raised by the Dublin Airport Authority (DAA) Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland regarding the proposed development. The response should include a review of any potential impacts arising on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport associated with the cranes used during construction phase of the project as well the operational of the turbines. The applicant is requested to engage with the DAA Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland in this regard.	**Consultation with daa Dublin Airport and AirNav Ireland** ACP requested in their RFI that the Applicant *"address the concerns raised by the Dublin Airport Authority (DAA) Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland regarding the proposed development".* The Applicant notes that no submissions were received from daa Dublin Airport or AirNav Ireland outlining any concerns relating to the Project during the statutory consultation period following the submission of the planning application. The Applicant had previously consulted with daa Dublin Airport and the Irish Aviation Authority (IAA) (the ANSP at the time) on a number of occasions in relation to the aviation assessment and had committed to continued engagement with both organisations as the Project progressed. Details of this consultation was included in section 14.5 of chapter 14: Aviation, Military and Communications (EIAR volume 2B). Potential impacts from wind turbines on operations at Dublin Airport were scoped out of the assessment presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B). This was based on previous consultation with the IAA and daa Dublin Airport, during which the Applicant was advised that *"the Project will not have any adverse impact on airport operations"*. A submission was received from the Irish Aviation Authority (IAA) (dated 30 July 2024) outlining their observation that the Applicant *"should be required to engage with daa Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland to confirm that the proposed offshore wind farm and the associated cranes that would be utilised during its construction are reviewed for any potential impact on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport."* Following receipt of this submission and the subsequent RFI from ACP dated 10 April 2025, the Applicant wrote to daa Dublin Airport and AirNav Ireland in September 2025 in order to confirm the positions of both organisations on this matter and address any concerns regarding the Project. Section 14.5 of this Addendum presents updated information relating to this consultation with daa Dublin Airport and AirNav Ireland.	No response was received from either daa Dublin Airport or AirNav Ireland to the Applicant's September 2025 correspondence on this matter. Therefore, the Applicant assumes that the position of these organisations remains the same as the position communicated during consultation for the Project (i.e. that the Project will not have any adverse impacts on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport). As a result of this, no updates to the assessment presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B) were considered necessary.
		Potential impacts associated with cranes during construction The Applicant notes that potential impacts associated with cranes during construction phase were not highlighted during the initial consultation for the Project by either daa Dublin Airport or the IAA (the ANSP at the time).	The assessment presented in the EIAR did not refer to use of cranes during construction, however, as these will be lower than the wind turbines, it is not considered that there will be any impact to instrument flight procedures and

Reference	Request for Further Information	Response / Reference to where information is presented	Concluding statement
		The Applicant can confirm that the maximum height of cranes to be used during construction will be 180 m above Lowest Astronomical Tide (LAT) and the maximum tip height of the wind turbines will be 270 m LAT. An update to the impacts scoped out of the assessment presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B) has been included in this Addendum (please see Table 14A-4). The Applicant will engage with daa and AirNav Ireland in advance of the commencement of offshore construction works, including deployment of the installation vessels with cranes to the site (see Table 14A-3).	communication, navigation and surveillance equipment at Dublin Airport as a result of the cranes proposed to be used during construction. The Applicant will ensure that sufficient notification of intention to commence crane operations is provided to daa Dublin Airport, AirNav Ireland and the IAA. As a result of this, no updates to the assessment presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B) were considered necessary.
16.B	The Board notes the submission of EIAR Appendix 14-02: Communications Technical Report in support of the project, which focuses on the offshore elements of the project. While EIAR Chapter 29: Material Assets address the onshore elements of the project, the Board notes an anomaly in terms of existing telecommunication crossings along the cable route, and the reference to Table 29-4: Summary of the electrical network in the vicinity of the onshore cable route (as shown in Figure 29-2 to Figure 29-5) rather than the correct Table 29-5: Summary of telecommunication infrastructure in the vicinity of the onshore cable route. There is a further error in the referencing of the Table presenting a summary of the potential impacts, mitigation measures and residual effects in respect to material assets. The applicant is requested to address the anomalies within this chapter.	16.B has been addressed in the 'Directory of Responses to Request for Further Information'. The Applicant notes the reference to appendix 14-2, however no updates are considered necessary.	n/a

14.2 Purpose of this chapter

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.3 Study area

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.4 Policy context

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.5 Consultation

Consultation with identified aviation, radar and communications stakeholders was initially undertaken from 2019 to 2022 in advance of the submission of the planning application (May 2024). The purpose of consultation in 2019 was to provide an opportunity for stakeholders to comment on the EIA scoping report. In 2021 consultation was undertaken to update stakeholders on the project design and to seek responses from stakeholders who did not respond as part of scoping phase or were not contacted as part of the scoping phase. Details of this consultation was presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B)(Table 14-3).

Between 2019 and 2021, the Applicant engaged with the IAA (the ANSP at the time) and daa Dublin Airport on a number of occasions in relation to the aviation assessment and had committed to continued engagement with both organisations as the Project progressed. Potential impacts from wind turbines on operations at Dublin Airport were scoped out of the assessment presented in chapter 14: Aviation, Military and Communications (EIAR volume 2B) based on this consultation with the IAA and daa Dublin Airport which advised that *"the Project will not have any adverse impact on airport operations"*.

Following the submission of the planning application to An Bord Pleanála (now ACP), a submission was received from the Irish Aviation Authority (IAA) dated 30 July 2024 which stated the following:

"It is the observation of the Irish Aviation Authority that the applicant should be required to engage with daa Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland to confirm that the proposed offshore wind farm and the associated cranes that would be utilised during its construction are reviewed for any potential impact on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport."

The Applicant subsequently received correspondence from An Bord Pleanála dated (now ACP) 10 April 2025, detailing a RFI, which included the following:

"The applicant is requested to address the concerns raised by the Dublin Airport Authority (DAA) Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland regarding the proposed development. The response should include a review of any potential impacts arising on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport associated with the cranes used during construction phase of the project as well the operational of the turbines. The applicant is requested to engage with the DAA Dublin Airport and the air navigation service provider (ANSP) Air Nav Ireland in this regard."

Following this, the Applicant wrote to daa Dublin Airport and AirNav Ireland in September 2025 in order to address any concerns regarding the Project and to confirm the positions of both organisations on this matter.

No response was received from either daa Dublin Airport or AirNav Ireland to this September 2025 correspondence. Therefore, the Applicant considers that the position of these organisations remains the same as the position communicated during consultation for the Project (i.e. that the Project will not have any adverse impacts on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport).

This additional consultation is summarised in Table 14A-2 below. Further consultation was also undertaken with the Department of Department of Infrastructure in the Isle of Man (Air Traffic Services) to discuss

potential impacts on air traffic control radar systems to discuss RFI 17. A summary of this engagement is also included in Table 14A-2 below.

Table 14A-2: Summary of key consultation issues raised during consultation activities undertaken for the Project relevant to aviation, military and communications.

Date	Consultee and type of response	Issues raised	Response to issue raised and/or where considered in this chapter
Civil Aviation Interests			
August – September 2024	Department of Infrastructure, Isle of Man, Ronaldsway Airport (emails)	Correspondence with Ronaldsway Airport (Isle of Man) – follow up to February 2024 meeting (noted in Table 14-3 of chapter 14: Aviation, Military and Communications (EIAR volume 2B)). Attached is a copy of a Communications Navigation and Surveillance (CNS) Technical Assessment Report (Radar Line of Site) which determined the likelihood of visibility of the Project to the Primary Surveillance Radar (PSR) at the Isle of Man Airport. Report concluded that Project will not be visible to Ronaldsway's radar (see appendix 14-3: Communications Navigation and Surveillance (CNS) Technical Assessment Report (Radar Line of Site)). Report was issued to Isle of Man Airport (Ronaldsway) and they accepted that there would be no impact to their Instrument Flight Procedures as a result of the Project.	N/A
September 2025	AirNav Ireland; correspondence (email, letter)	Correspondence was issued to AirNav Ireland in September 2025, which included the following points: • An overview of the IAA's submission and the subsequent RFI issued by ACP; • A summary of previous consultation carried out with the IAA (the ANSP at the time of consultation) and Dublin Airport; • Confirmation that potential impacts from wind turbines on operations at Dublin Airport were scoped out of the assessment presented in the EIAR based on this previous consultation; • Confirmation that the maximum height of cranes to be used during construction will be 180 m above Lowest Astronomical Tide (LAT) and the maximum tip height of the wind turbines will be 270 m LAT; and • A request for AirNav Ireland's to confirm whether their position on this matter is the same as the position communicated to the Applicant by the IAA during consultation for the Project which took place in advance of the submission of the planning application (i.e. that the Project will not have any adverse impacts on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport). No response to this correspondence was received from AirNav Ireland.	N/A
September 2025	Dublin Airport Authority (daa); correspondence (email, letter)	Correspondence was issued to daa in September 2025, which included the following points: • An overview of the IAA's submission and the subsequent RFI issued by ACP; • A summary of previous consultation carried out with the IAA (the ANSP at the time of consultation) and Dublin Airport; • Confirmation that potential impacts from wind turbines on operations at Dublin Airport were scoped out of the assessment presented in the EIAR based on this previous consultation; • Confirmation that the maximum height of cranes to be used during construction will be 180 m above Lowest	N/A

Date	Consultee and type of response	Issues raised	Response to issue raised and/or where considered in this chapter
		Astronomical Tide (LAT) and the maximum tip height of the wind turbines will be 270 m LAT; and • A request for daa to confirm whether their position on this matter remains the same as the position previously communicated to the Applicant during consultation for the Project which took place in advance of the submission of the planning application (i.e. that the Project will not have any adverse impacts on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport). No response to this correspondence was received from daa Dublin Airport.	

14.6 Methodology to inform the baseline

14.6.1 Desktop study

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.6.2 Site-specific surveys

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7 Baseline environment

14.7.1 Airspace designations

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.2 Military aviation operations

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.3 Military exercise and training areas

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.4 Civil airports

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.5 Helicopters

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.6 Gliding, hang gliding and paragliding

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.7 Civil and military radar

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.8 Communications

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.9 Future baseline scenario

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.7.10 Data validity and limitations

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.8 Key parameters for assessment

14.8.1 Project design parameters

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.8.2 Measures included in the Project

Table 14A-3: Measures included in the Project.

Potential Impact	Justification
The Applicant will engage with relevant aviation stakeholders (i.e. daa Dublin Airport, AirNav Ireland and the IAA) in advance of the commencement of offshore construction works, including deployment of the installation vessels with cranes to the site. The Applicant will ensure that sufficient notification of intention to commence crane operations is provided to all relevant stakeholders.	To notify relevant aviation stakeholders of the intention to commence offshore construction works, including crane operations.

14.8.3 Impacts scoped out of the assessment

In response to RFI 16.A, potential impacts associated with cranes during the construction phase have been considered and scoped out of the assessment for aviation, military and communications. This is detailed in Table 14A-4 below.

Table 14A-4: Impacts scoped out of the assessment for Aviation, Military and Communications.

Potential Impact	Justification
Impacts on instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport resulting from cranes to be used during construction.	The maximum height of cranes to be used during construction will be 180 m above Lowest Astronomical Tide (LAT) and the maximum tip height of the wind turbines will be 270 m LAT. The assessment presented in the EIAR did not refer to use of cranes during construction, however, as these will be lower than the wind turbines, it is not considered that there will be any impact to instrument flight procedures and communication, navigation and surveillance equipment at Dublin Airport as a result of the cranes to be used during construction. Additionally, the Applicant will engage with daa Dublin Airport AirNav Ireland and the IAA in advance of the commencement of offshore construction works, including deployment of the installation vessels with cranes to the site. The Applicant will ensure that sufficient notification of intention to commence crane operations is provided to all relevant stakeholders (see section 14.8.2).

14.9 Impact assessment methodology

14.9.1 Overview

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.9.2 Impact assessment criteria

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.10 Assessment of significance

14.10.1 Cable installation activities at the landfall may restrict hang gliding and paragliding activities

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.10.2 Presence of wind turbines may interfere with television signals

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.10.3 Mitigation and residual effects

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.10.4 Future monitoring

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.11 Cumulative Impact Assessment (CIA)

An updated Cumulative Impact Assessment is provided in appendix 3-2 Addendum: Cumulative Impact Assessment Report (EIAR volume 2A Addendum). The assessment concludes that there is no change to the cumulative assessment provided in chapter 14: Aviation, Military and Communications (EIAR Volume 2B).

14.12 Transboundary effects

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.13 Interactions

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

14.14 Conclusion and summary of impacts, mitigation measures and residual effects

There are no changes to EIAR chapter 14: Aviation, Military and Communications.

References

There are no changes to EIAR chapter 14: Aviation, Military and Communications.