

21 August 2023

**Liam Howlin**  
**Senior Project Manager**  
**Lafferty,**

Liam,

**CARRIGMORE WOODS, CITYWEST**

1. The Irish Air Corps, as the operator of Casement Aerodrome, has reviewed the supplied documentation in relation to this permitted development, including:
  - a. Glint & Glare Assessment and Appendices
  - b. Contractor Construction Management Plan
  - c. Contractor Crane Plan
  - d. Crane Elevation
  - e. Crane Specifications
2. I can confirm the following:
  - a. The proposed construction works - inclusive of cranes - will NOT affect the safety, efficiency or regularity of aircraft operating on instrument flight procedures to or from Casement Aerodrome.
  - b. The six proposed tower cranes will all penetrate the Inner Horizontal Surface established for Casement Aerodrome. This surface exists at 131.6m above mean sea level and it protects aircraft that are visually manoeuvring in the vicinity of Casement Aerodrome. The impact of these cranes on flight operations should be mitigated by fitting the cranes with appropriate lighting, as specified in the paragraph below.
  - c. The solar panels at the development will NOT affect the safety, efficiency or regularity of aviation operations at Casement Aerodrome.
3. The Irish Air Corps requires the following aviation obstacle lighting scheme be implemented at the development site:
  - a. All tower cranes on site shall be fitted with the following lighting:
    - (1). **1 x Type B, Medium Intensity, Flashing Red aviation obstacle light**, fixed to the highest practical point of the crane.
    - (2). **1 x Type C, Medium Intensity, Fixed Red aviation obstacle light**, fixed to the rear end of the jib.
    - (3). **1 x Type C, Medium Intensity, Fixed Red aviation obstacle light**, fixed to the front end of the jib.
  - b. The obstacle lighting should also be incandescent or of a type visible to Night Vision equipment and 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.
  - c. Medium intensity lights shall have a minimum output of 2,000 candela.
  - d. Obstacle lights shall be visible in all directions of azimuth and to be illuminated H24/7.

- e. All tower crane obstacle lighting must be in good working order. Any unserviceable lamp fittings should be replaced as soon as possible after failure, and in any event within 24 hours. During this time, Military Air Traffic Services should be contacted at [airspaceandobstacles@defenceforces.ie](mailto:airspaceandobstacles@defenceforces.ie) or 01 403 7514 so that flight crews can be notified.
- f. Please contact me at [shanem.doyle@defenceforces.ie](mailto:shanem.doyle@defenceforces.ie) or 01 403 7578 to confirm you will comply with the lighting requirements above, or alternatively, for any required clarifications.



Shane Doyle  
Comdt  
Military Air Traffic Services  
Irish Air Corps