



Senior Executive Officer
Planning Department
Meath County Council
Buvinda House
Dublin Road
Navan
Co. Meath C15 Y2

29rd June 2021

**Re: Display of Material Alterations relating to Meath County Development Plan
2021-2027**

Dear Sir/Madam,

I write with regard to the above and to your e-mail dated 28th May 2021.

Having consulted with our Military colleagues, The Department of Defence wishes to make the following submission:

1. Introduction.

The Minister for Defence is responsible for the regulation of military aviation, whereas the Irish Aviation Authority is responsible for the safety regulation of civil aviation including aerodromes but does not have remit for military aerodromes or installations. Safeguarding at Gormanston Airfield and Danger Area 1 (EI-D1) is intended to serve for protection of current and future aircraft operations and also to take account of the security requirements associated with some of those operations. ICAO Standards and Recommended Practices with respect to safeguarding are applied as part of Department of Defence safeguarding.

2. The Purpose of Safeguarding Gormanston.

- a. The purpose of safeguarding is to ensure the viability of Gormanston Aerodrome as a site for air operations. While there is no longer a permanent Irish Air Corps presence in Gormanston Aerodrome, the Air Corps wishes to maintain the aerodrome for flight operations into the future. The safeguarding or protection of Gormanston Aerodrome is



achieved by the protection of Aerodrome Obstacle Limitation Surfaces (OLS)

- b.** Aerodrome safeguarding must protect both current and future uses. In this regard safeguarding needs to consider the longest possible view, in terms of future policies and developments in air navigation technology. In this regard, the Department of Defence safeguards EI-D1 (Danger Area 1) as a live firing range and Gormanston Aerodrome for use as a military airfield including for implementation instrument arrival and departure procedures.

- c.** Air navigation infrastructure can be impacted by interference from external sources. The following air navigation equipment is currently in use for both military and civil aircraft operating in Dublin Flight Information Region (FIR). This equipment is published in Aeronautical Information Publication (AIP) Ireland.
 - (1) Non Directional Beacon (NDB) 334 KHz.
 - (2) Distance Measuring Equipment (DME).

- d.** If development were to encroach upon Gormanston Airfield, the option of using Gormanston Aerodrome for fixed wing operations may be lost. The main focus of this document is the control of development in the following areas:
 - (1) Within the environs of Gormanston Aerodrome.
 - (2) Within the lateral limits of the EI-D1 (Danger Area 1) on land and water.

- e.** Development in the environs of Gormanston Aerodrome and within the EI-D1 should be restricted having regard to the following factors:
 - (1) By applying height restrictions to development in the environs of Gormanston Aerodrome.
 - (2) By restricting development within the EI-D1.
 - (3) By eliminating potential sources of interference with the operation of electronic navigation aids.



- (4) By restricting development within 400m of Gormanston Camp boundary.
- f. Proposed development in the vicinity of Gormanston Aerodrome or the EI-D1 should be forwarded to Property Management Branch, Department of Defence for observation.

3. Gormanston Airfield Safeguarding.

The International Civil Aviation Organisation (ICAO) is an agency of the United Nations. It sets out the 'Standards and Recommended Practices' (SARP'S) for international aviation through the publication of 19 annexes. ICAO Annex 14 deals with airport surfaces to be protected to ensure safe instrument flight procedures at airports.

ICAO ANNEX 14 Implementation at Gormanston Airfield.

As part of the safeguarding of Gormanston Airfield, Annex 14 Obstacle Limitation Surfaces (OLS) defines that airspace around an aerodrome that is to remain free of obstacles. The Obstacle Limitation Surfaces related to this document as described in ICAO Annex 14 are:

- Approach Surface
- Take Off Climb Surfaces.
- The Transitional Surface
- The Inner Horizontal Surface
- The Conical Surface
- The Outer Horizontal Surface.

Obstacle limitation Surfaces shown in figure 1 are imaginary surfaces surrounding an aerodrome that should be free from obstacles to protect flight operations.

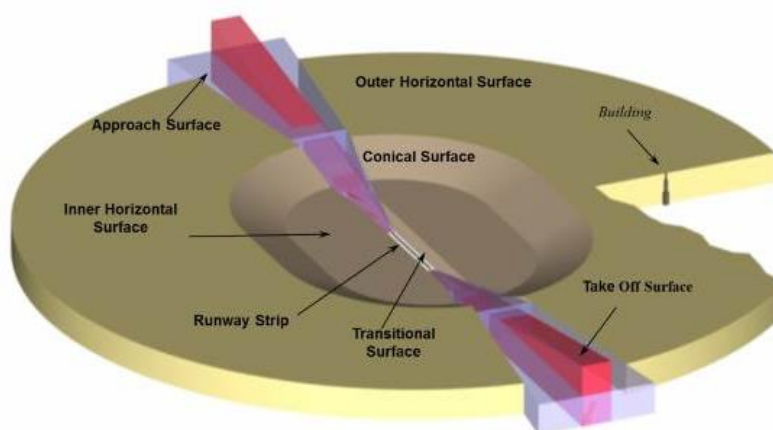




Figure 1 Obstacle limitations Surfaces ICAO Annex 14.

a. Details specific to Gormanston Airfield.

- (1) There is one tarmac runway strip at Gormanston Airfield comprising of two runways 07 and 25. The tarmac length is 825m and is 23m wide. These dimensions would make it a code 2 runway.
- (2) The Aerodrome Reference Point (ARP) is taken to be the midpoint of Runway 08/26 at 53°38'43"N, 006°13'47"W and 17m above mean sea level (AMSL).
- (3) The ARP at 17m AMSL is taken to be the elevation datum for the airfield.
- (4) The Transitional Surface is a surface that extends from the edge of the runway strip to the Inner Horizontal Surface at a slope of 14.3%.
- (5) The Inner Horizontal Surface is a horizontal plane 62m AMSL above Gormanston ARP. It extends out to a radius of 3,500m from Gormanston ARP.
- (6) The Conical Surface is a surface that extends from the periphery of the Inner Horizontal Surface to the inner edge of the Outer Horizontal Surface. The Conical Surface has a slope in the vertical plan of 5%.
- (7) The Outer Horizontal Surface is a horizontal plane at 162m AMSL that extends from the periphery of the conical surface to a minimum radius of 10,000 m from the aerodrome reference point.

b. Gormanston Aerodrome Runways.

Runway 07	
Threshold	53°38'39.08"N, 6°14'08.67"W
Threshold Elevation	19.5m
Runway End	53°38'39.02" N 006°14'08.98"W
Inner Approach Surface	Begins 60m from the threshold
	Width is 90m
	Length is 900m
	Slope is 2.5%
	Inner edge is 150m wide



Approach Surface	Inner edge is 60m from the threshold
	Divergence each side is 15%
	Slope of first section is 2.5%
Take Off Climb Surface	Inner edge is 80m wide
	Inner edge is 60m from runway end
	Divergence each side is 10%
	Slope is 4%

Table 1. Runway 07 Specifications.

Runway 25	
Threshold	53°38'46.75"N, 6°13'30.21"W
Threshold Elevation	15.7m
Runway End	53°38'39.08"N, 6°14'08.67"W
Inner Approach Surface	Begins 60m from the threshold
	Width is 90m
	Length is 900m
	Slope is 2.5%
Approach Surface	Inner edge is 150m wide
	Inner edge is 60m from the threshold
	Divergence each side is 15%
	Slope of first section is 2.5%
Take Off Climb Surface	Inner edge is 80m wide
	Inner edge is 60m from runway end
	Divergence each side is 10%
	Slope is 4%

Table 2. Runway 25 Specifications



4. Danger Area 1 (EI-D1) Safeguarding.

EI-D1 is an area of airspace surrounding Gormanston Airfield and extending 10 nautical miles (NM) out to sea for use by the Irish Defence Forces and is outlined in Aeronautical Information Publication (AIP) Ireland. The vertical limits of this airspace is from the surface to a maximum of 40,000 feet. EI-D1 is activated frequently for aircraft conducting live firing and also for flying Defence Forces drones. As a rule, Irish Air Corps flight within this airspace will not comply with the rules of the air.



Figure 2. EI D1 lateral limits in red.

- a. All proposed development both on land and water within the EI-D1 should be assessed for any impacts on the use of the EI-D1 by the Irish Defence Forces for flight operations.
 - (1) The development of wind turbines or other tall structures within the EI-D1 should not be allowed.
 - (2) Development in general should be restricted so that increased population density or movement within the EI-D1 is avoided.



Officials from the Department of Defence and representatives from the Irish Air Corps would be available to meet with representatives from Meath County Council to discuss this submission further if required.

The Minister for Defence requests an acknowledgement of receipt of this submission and to be kept informed of any further developments on the Meath County Development Plan.

Please contact me if you have any queries in this regard.

Yours faithfully,

Don Watchorn
Property Management Branch
Department of Defence
Station Road
Newbridge
Co. Kildare W12 AD93
045 492199 don.watchorn@defence.ie