

Appendix 11.7 IAA Response Letter

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Safety Regulation
Division

Rannán na Rialachán
Sábháilteachta

Aeronautical Services Department

16th April 2012

Mr. Shane McLoughney
Environmental Planner
ESBI Engineering Solutions
ESB International,
18-21 St. Stephen's Green,
Dublin 2

RE: 110 KV Laois Kilkenny Reinforcement Project

Dear Mr. McLoughney;

I refer to your correspondence of the 4th of April detailing the spatial relationships between the proposed 110 KV Laois Kilkenny Reinforcement Project, and the site known as Midlands Heliport and Midlands Microlight Centre, operated by Mr. Brian Brennan, located near Ballinakill, Portlaoise, Co. Laois.

The obstacle limitation surfaces for an aerodrome are more onerous than those of a heliport, so I have used the aerodrome criteria for the 400 metre runway, oriented North/South at the Midlands Microlight Centre. The analysis is as follows:

- A. Northern Approach: The nearest point of the proposed line is some 1300 metres from the Threshold and the approach surface extends 930 metres from the threshold, so there is no infringement of the Northern approach surface.
- B. Southern Approach: The nearest point of the proposed line is some 700 metres from the threshold. At this point the approach surface is 31.5 metres in height and the highest part of the line is proposed to be 25 metres. In the area in question is on the same contour lines as the runway so on a similar level and the proposed line will not penetrate the southern approach surface.
- C. Runway Transitional Surfaces: these extend up to 255 metres on both sides of the runway centreline along the entire length of the runway and extend to their intercept with the approach surfaces. The proposed line is over 600 metres from the runway centreline so the transitional surfaces will not be penetrated.
- D. Inner Horizontal Surface: This surface extends 2000 metres from the centrepoint of the runway at a height of 45 metres above runway level.

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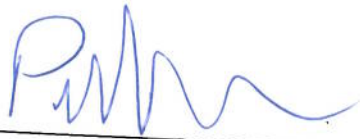
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Objects can penetrate this surface if they are shielded by existing immovable objects, such as terrain. The proposed line runs from the South and to the East and North of the Runway. Any penetration of the inner horizontal surface by the proposed line will be shielded by the slopes of the 213 metre hill to the South and the 302 metre hill to the East. The 25 metre high proposed line is well below these two dominant items of terrain, and therefore the shielding principal is applicable.

In summary, the proposed 110KV Laois Kilkenny reinforcement project will not affect the safety of aviation activities at the Midland Heliport/Midlands Microlight centre site.

Please contact the undersigned if you require any further information.

Yours sincerely,



Pieter van Velzen
Aeronautical Officer