

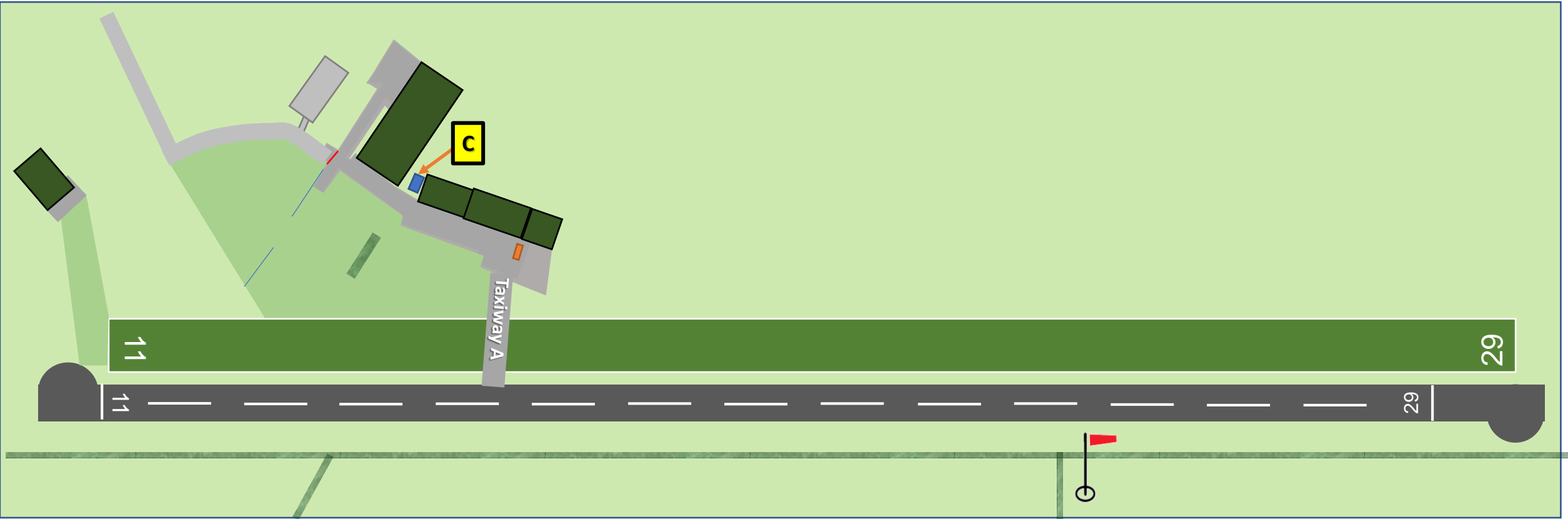
An aerial photograph of the Ballyboy Airfield, showing a long runway with white markings, taxiways, and a small terminal building. The airfield is surrounded by a patchwork of green agricultural fields and some brown, tilled sections. The perspective is from a high angle, looking down and slightly across the airfield.

Ballyboy Airfield

Guidance for Pilots

April 2023

Ballyboy Airfield Layout (for illustration only)

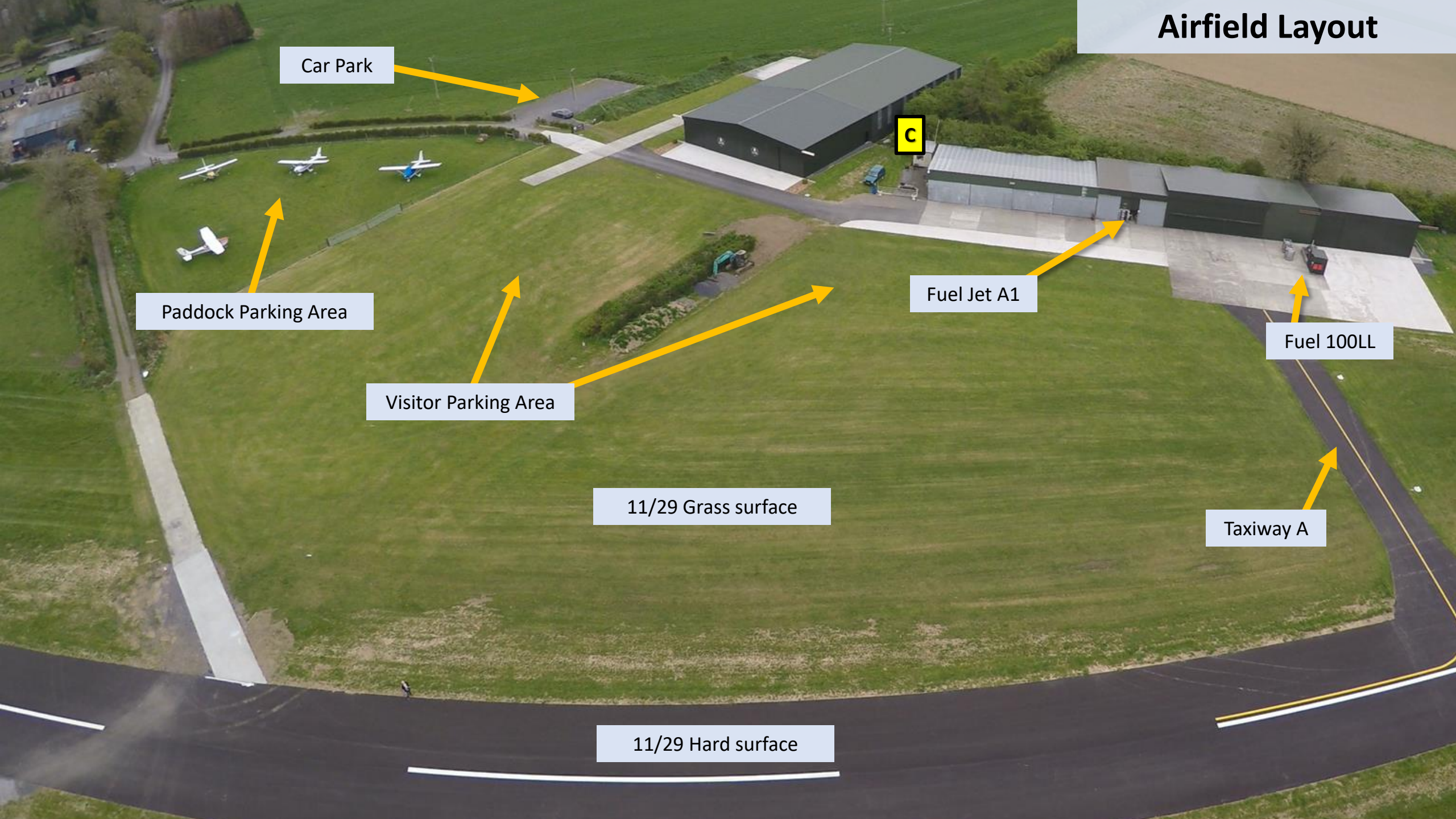




Airfield and Airspace Usage

- We aim to achieve the highest level of safety and enjoyment in our flying at Ballyboy, whilst minimising the impact of our activities on our neighbours.
- The following guidance sets out information and advisory procedures to be followed by aircraft operating to/from Ballyboy.
- **Safety is our number one consideration.**
- ***These procedures should only be followed with due regard to your own personal capabilities, aircraft performance and safety considerations, e.g. weather conditions. If in doubt, follow standard circuit procedures.***
- **At all times good airmanship, common sense and consideration for others will go a long way.**

Airfield Layout



Car Park

Paddock Parking Area

Visitor Parking Area

11/29 Grass surface

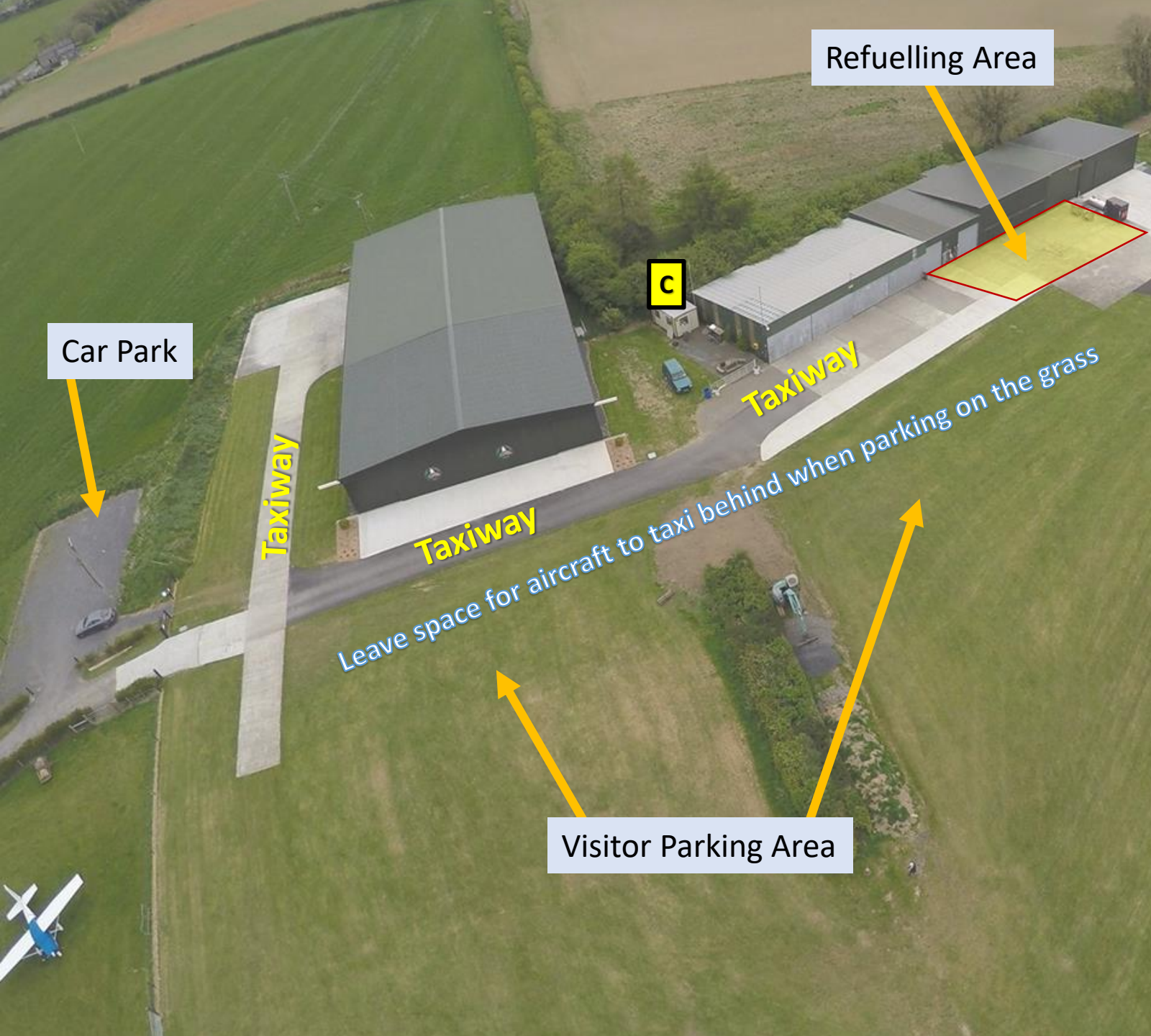
11/29 Hard surface

Fuel Jet A1

Fuel 100LL

Taxiway A

C



Apron and Parking

- The area in front of the hangars is a live taxiway - exercise caution when taxiing or walking in this area, including your wingtip clearance.
- If parking on the grass, leave space for aircraft moving behind you while *remaining clear of 11/29 Grass*.
- Use radio calls on 118.55 at relevant times to alert other users to your intentions.
- Be aware of prop blast into open hangars when starting up (close the hangar doors if needed) and taxiing.
- Helicopter pilots should at all times be conscious of rotor downdraft and its effect on aircraft and people on the ground.
- When finished refuelling, relocate your aircraft to prevent obstruction for taxiing traffic.
- **Use the movement sheets in the “C” Portakabin or Avgas Fueling Station to record your activity.**



Taxiway

- 29/11 Hard is accessible by Taxiway A only, **do not enter/exit the runway at any other location.**
- Follow the taxi-lines where provided and pass the holding point with caution.
- Taxiway A is blended with the grass runway surface and can generally be joined with caution from the grass parking area surface if required. Please check conditions in advance.
- Please treat the 11/29 Grass as active at all times and do not wait on Taxiway A blocking the Grass, e.g. for power checks.
- Be conscious of prop-blast into the apron and hangar area when on Taxiway A.



General Runway and Airspace Guidance

- Circuit Training is not permitted at Ballyboy.
- When conditions allow and subject to traffic, the preferred runways are Runway 11 for take-off and Runway 29 for landing.
- Downwind legs should be flown south of the runway, i.e. left hand 29/right hand 11.
- A 1,500' QNH overhead circuit joining is preferred. Only descend to circuit height of 1,000 QFE in the pattern.
- Radio calls should be made on 118.55 at relevant times to ensure all pilots are aware of traffic in the area.
- Pilots should fly in a manner to minimise the impact of aircraft noise on the surrounding area, using the flight procedures set out below where safe to do so.
- These procedures illustrate variances from normal circuit patterns and procedures at Ballyboy.
- ***These procedures should only be followed with due regard to your own personal capabilities and safety considerations, e.g. aircraft performance and weather conditions.***

An aerial photograph showing a runway with two parallel sections, one paved (hard) and one grassy (grass). The runway is surrounded by green fields and some buildings. The text is overlaid on the right side of the image.

Runway Operations

- 11/29 Hard and 11/29 Grass should be treated as a single runway operationally. Both surfaces may be used but not simultaneously, **i.e. parallel takeoffs/landings are not permitted**, and the hard and grass surfaces should not be occupied with active aircraft at the same time.
- 29/11 Hard can **only** be accessed via taxiway A. Please use this for entry/exit. **Do not taxi on/off the runway at any other point.**
- Use radio calls on 118.55 to clearly indicate the runway surface and direction you are using and to ensure others are aware of your movements, including when starting your take-off roll.
- *Please note there is a ~1m high wire fence 23m to the south of the Runway 11/29 Hard centerline along the runway length and a tree and electricity pole 30m-50m south of the centerline at a point 100m to the east of the 11 threshold.*

Take-Off

- Commence all take-off runs from the end of the runway to ensure the earliest lift-off and maximum height gain within the airfield boundary.
- Aircraft with a short take-off roll (generally below 600kg MTOW) wishing to depart Runway 11 Grass may depart from a point to the east of the path crossing the runway near the 11 end.
- Where your aircraft has power settings to reduce noise, e.g. prop pitch adjustment after lift-off, please use these.
- Aircraft, including helicopters, are asked to follow the directed take-off paths when safe to do so.



Runway 29 Departure

- Execute a left turn when safe to do so once past the trees to the south of the runway (approx. 100m east of the 11 threshold).
- Follow one of the illustrated tracks and avoid the marked areas.
- Plan your climb to avoid overflying buildings in the local area or Athboy town.
- Preferred tracks:
 - A. Turning climb (red) into a circuit pattern to pass back overhead at or east of the 29 threshold or continue on track to the east.
 - B. Climb (green) to track north the Glanbia plant.
- Early right turn outs are not permitted.
- Make radio calls at all relevant times



Not below 1,200' QFE / 1,500' QNH

Runway 29 Base Leg

Hill of Ward

Descend to 1,000 QFE/1,300 QNH

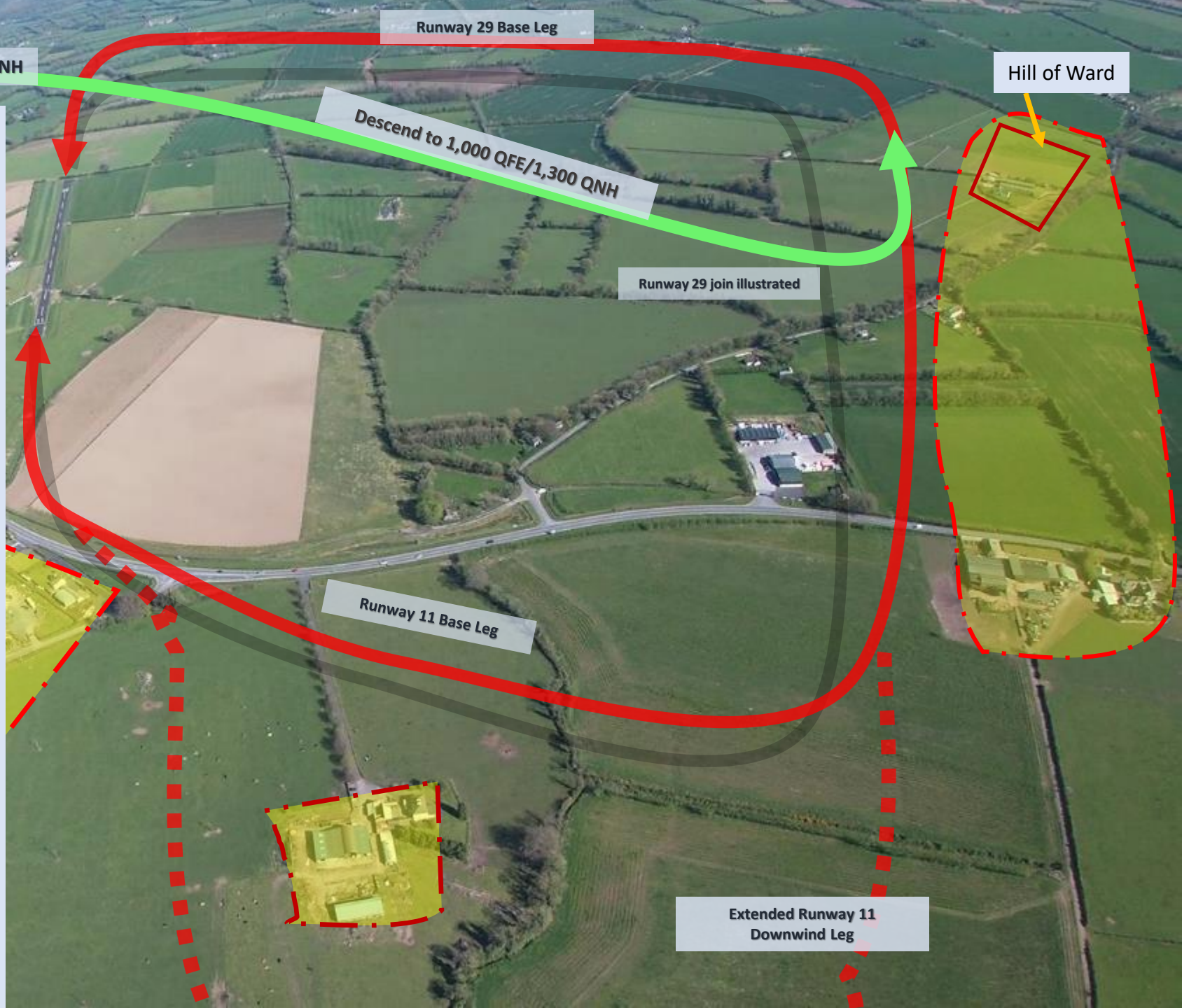
Runway 29 join illustrated

Runway 11 Base Leg

Extended Runway 11
Downwind Leg

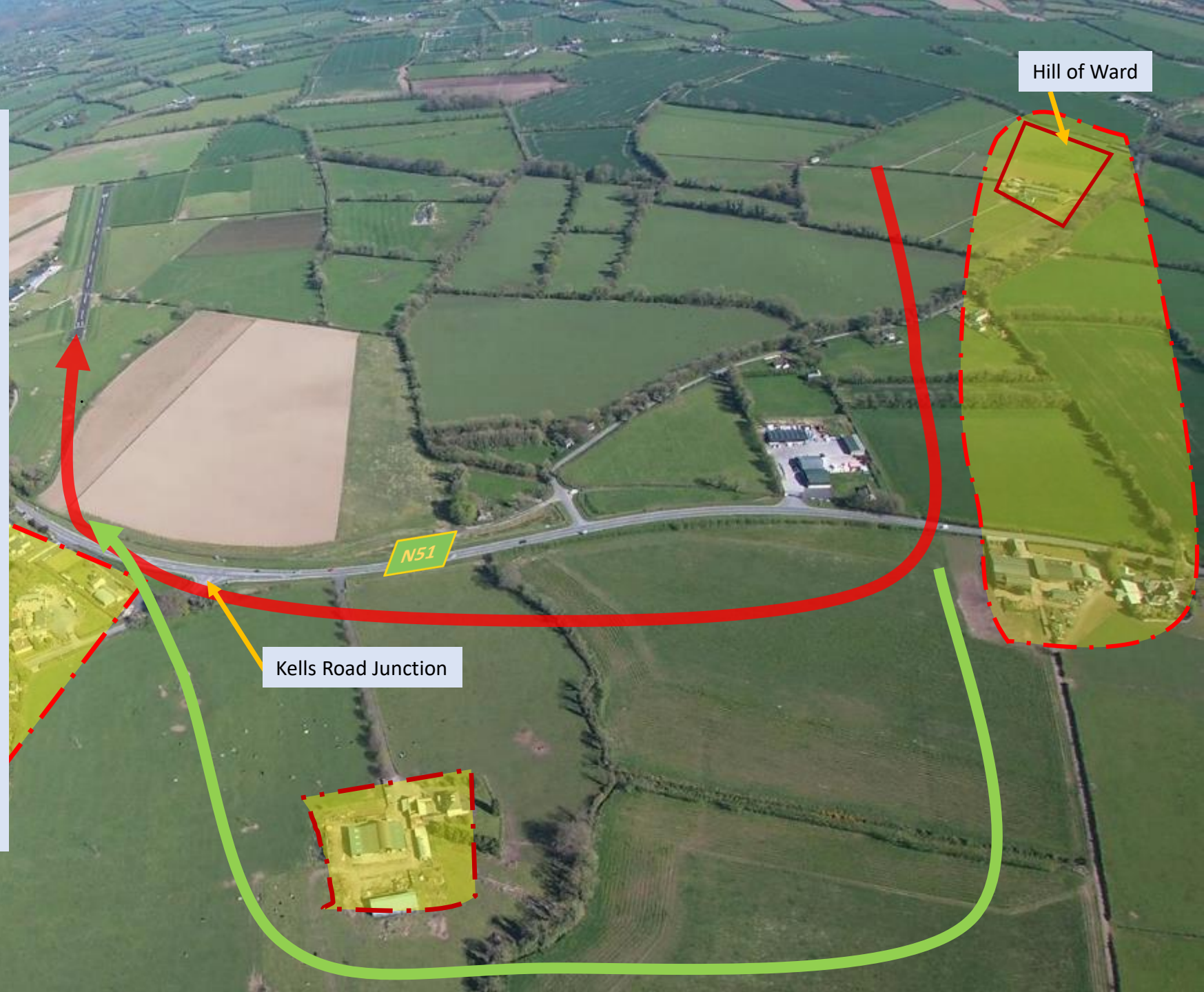
Circuit Joining

- The circuit pattern to the south should be used, i.e. 11 Right / 29 Left.
- Maintain 1,200' QFE/1,500' QNH or above until over the airfield. Do not descend on the north/deadside.
- Upon joining crosswind leg to the active runway, descend to join the circuit at 1,000 QFE with due regard for traffic.
- Only descend below 1,000' QFE when in the circuit pattern in accordance with your normal procedures.
- For runway 11, turn right base at your discretion (*options* illustrated), continuing to avoid overflying the highlighted areas on the path where safe to do so.
- Helicopter traffic should also join from southeast or southwest, avoiding overflying buildings in the vicinity.
- Make radio calls at all relevant times



Runway 11 Approach

- Pilots are asked to follow an approach path to runway 11 which avoids directly overflying the areas illustrated, tracking just north of the Kells Road junction or using the N51 road as a base leg track.
- ***These procedures should only be followed with due regard to your own personal capabilities, aircraft performance and safety considerations, e.g. weather conditions. If in doubt, follow Standard Circuit procedures.***
- A high approach until over the airfield boundary would be appreciated.





In summary:

- Be careful on the apron when taxiing or walking and be aware of prop-blast.
- Leave adequate clearance when parking on the grass and only occupy the fuel area when refuelling
- Only access the hard surface via the taxiways
- Be aware of the grass surface being an active flightstrip when using the taxiways
- Circuit training is not permitted
- Make radio calls at all relevant times and listen to others to be aware of traffic in the area
- Maintain 1,500' QNH in the vicinity until descending in the circuit pattern
- Follow the guidance for approach and take-off to minimise the impact of noise on our neighbours, with due regard to *your own personal capabilities, aircraft performance and safety considerations.*
- Be conscious of noise at all times in the vicinity of the airfield