

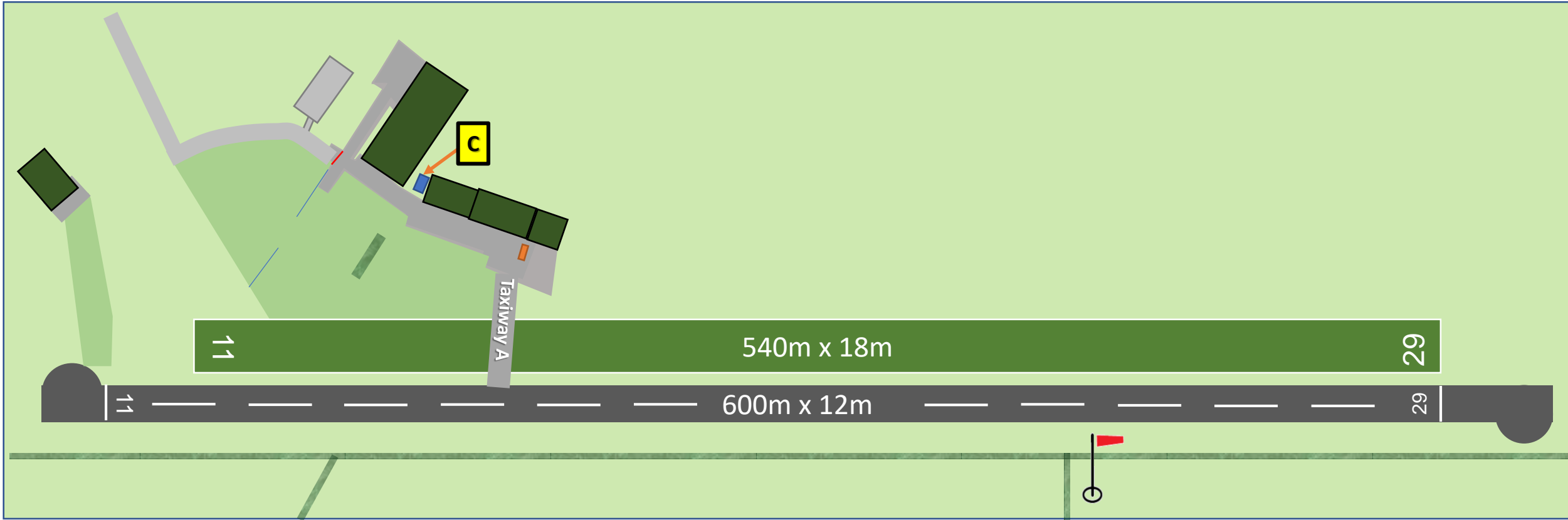
An aerial photograph of Ballyboy Airfield, showing a long runway and taxiway cutting through a patchwork of green and brown agricultural fields. The airfield is situated in a rural area with scattered buildings and trees. The text 'Ballyboy Airfield' is overlaid in white, sans-serif font in the upper right quadrant.

Ballyboy Airfield

Guidance for Pilots

August 2023

Ballyboy Airfield Layout (for illustration only)



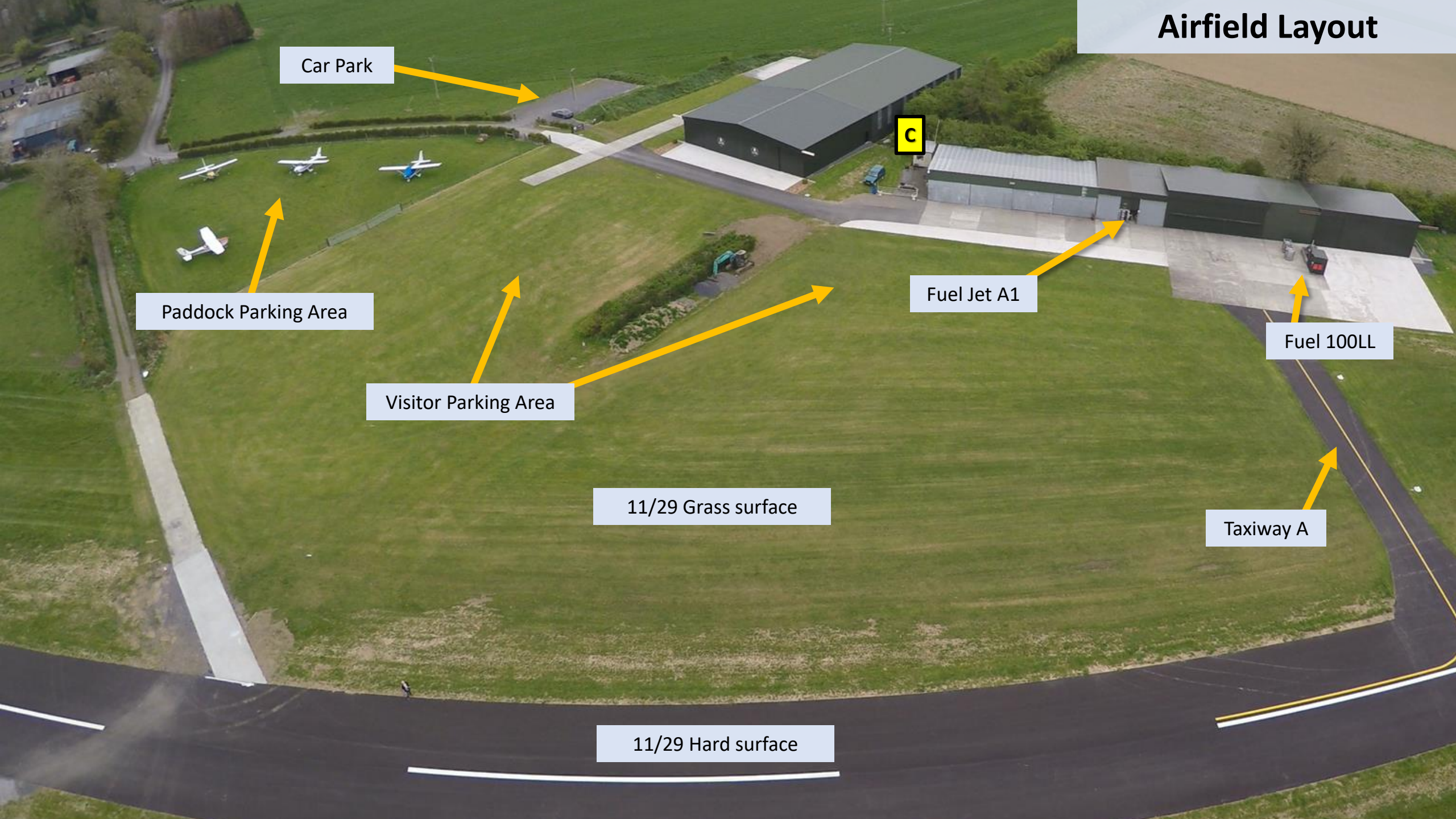
Pilots should note that runway 11/29 Grass has been redeclared and licensed (July 2023) at 540m x 18m, with the 29 Grass threshold aligned with the Runway 29 Hard threshold and the Runway 11 Grass threshold now adjacent to 60m east of the Runway 11 Hard threshold.



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.**
- ***Procedures set out in this document 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

C

Paddock Parking Area

Visitor Parking Area

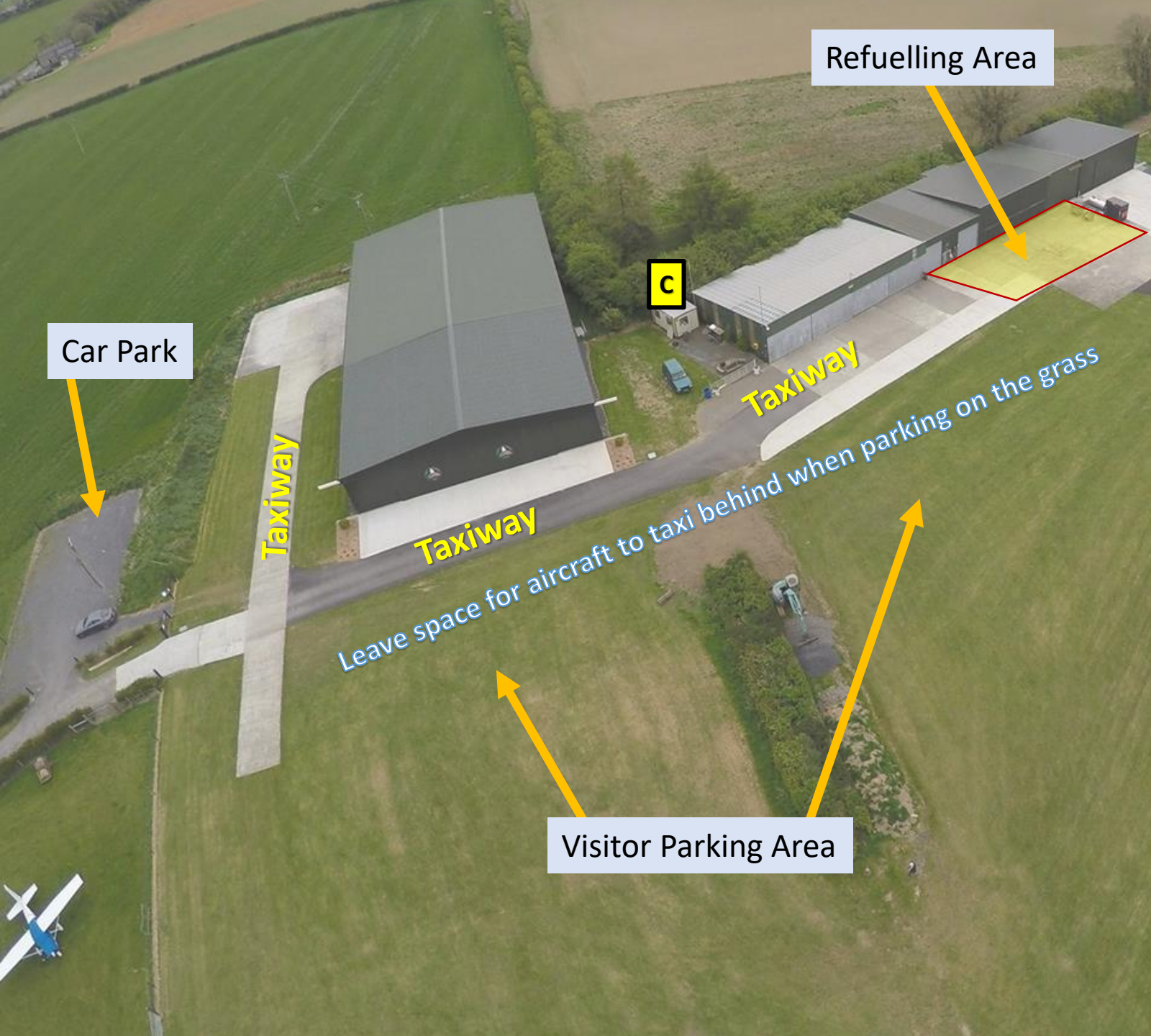
11/29 Grass surface

Fuel Jet A1

Fuel 100LL

Taxiway A

11/29 Hard surface



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 of a farm. A runway, Runway 11/29, runs diagonally across the upper half of the image. The runway is dark asphalt with white markings. To the left of the runway, there are several large, light-colored buildings, likely barns or farmhouses, and a parking lot with several vehicles. The surrounding area is a mix of green fields and brown, tilled soil. In the lower half of the image, there is a dense line of trees and more farm buildings. A road or driveway is visible in the lower left corner.

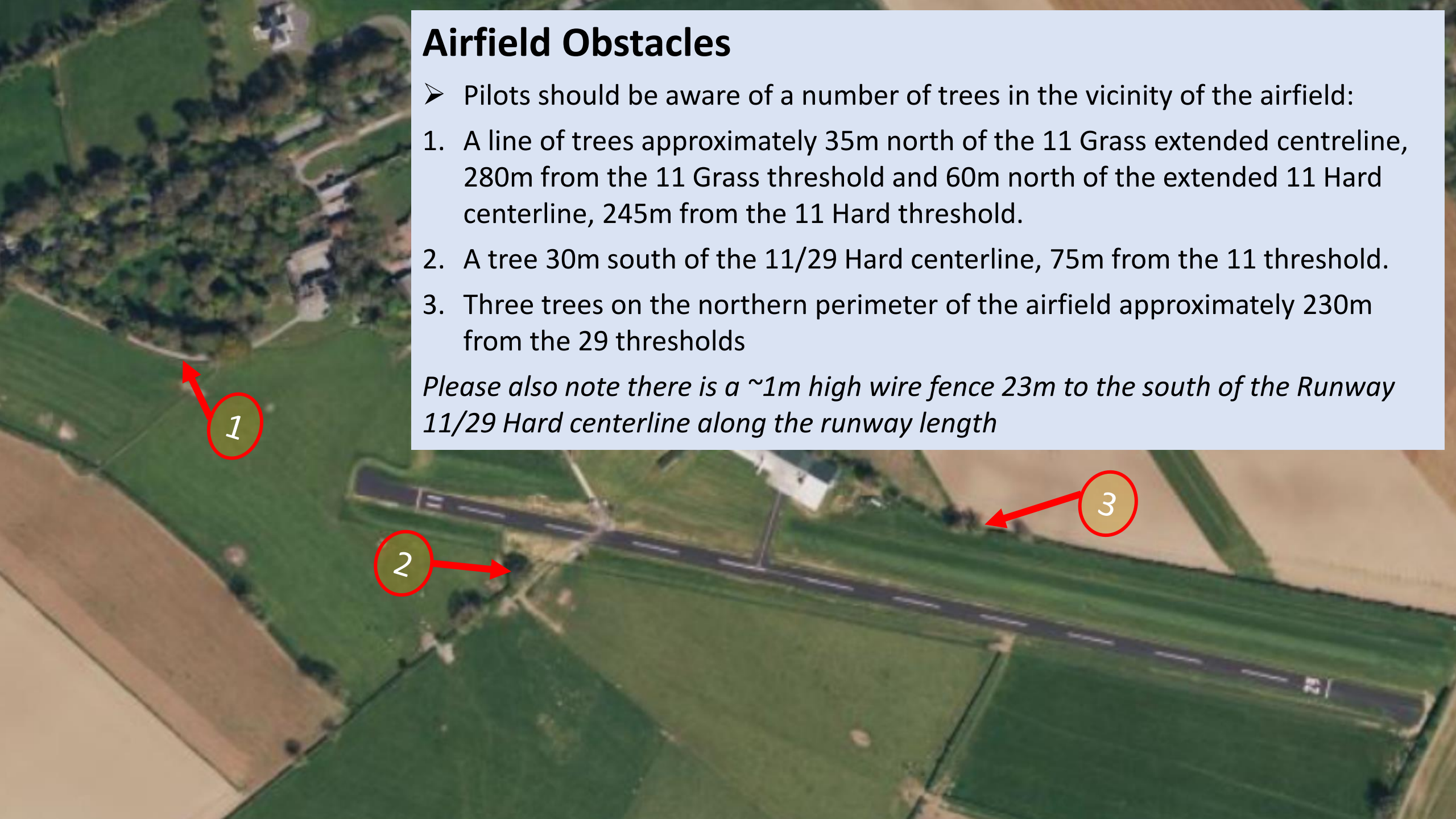
Runway Notes

- Runway 11/29 Hard is 600m x 12m and Runway 11/29 Grass is now redeclared at 540m x 18m.
- Runway 29 Grass threshold is adjacent to the 29 Hard threshold and the Runway 11 Grass threshold is adjacent to a point 60m from the Runway 11 Hard threshold.
- All runways have a 30m strip and 30m Runway End Safety Area beyond each thresholds.
- The Runway Strip of Runway 11/29 Hard contains a 1m high wire fence 23m south of the runway centerline;
- The boundaries of 11/29 Grass are delineated by white markers.

Airfield Obstacles

- Pilots should be aware of a number of trees in the vicinity of the airfield:
1. A line of trees approximately 35m north of the 11 Grass extended centreline, 280m from the 11 Grass threshold and 60m north of the extended 11 Hard centerline, 245m from the 11 Hard threshold.
 2. A tree 30m south of the 11/29 Hard centerline, 75m from the 11 threshold.
 3. Three trees on the northern perimeter of the airfield approximately 230m from the 29 thresholds

Please also note there is a ~1m high wire fence 23m to the south of the Runway 11/29 Hard centerline along the runway length





Runway Operations

- 11/29 Hard and 11/29 Grass shall 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 shall **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.

Take-Off

- Engine noise is at its loudest at take off so please be sensitive to overflight of local buildings in this phase.
- Unless your aircraft has short take-off performance, please 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.
- Please follow the departure guidance for each runway in the following pages and avoid overflight of buildings in the area.
- Where your aircraft has power settings to reduce noise 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



Glanbia



Runway 11 Departure

- Climb straight ahead for at least 500m beyond the airfield boundary before setting out on your track.
- Early left turn outs are not permitted.
- Plan your climb to avoid overflying buildings in the local area or Athboy town and the highlighted areas.
- If following a left turn out, all traffic (including helicopter) should avoid overflying the area north of the airfield as highlighted below 1,500'.
- Make radio calls at all relevant times

Glanbia

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

Runway 29 Base Leg

Hill of Ward

Descend to 1,000 QFE/1,300 QNH

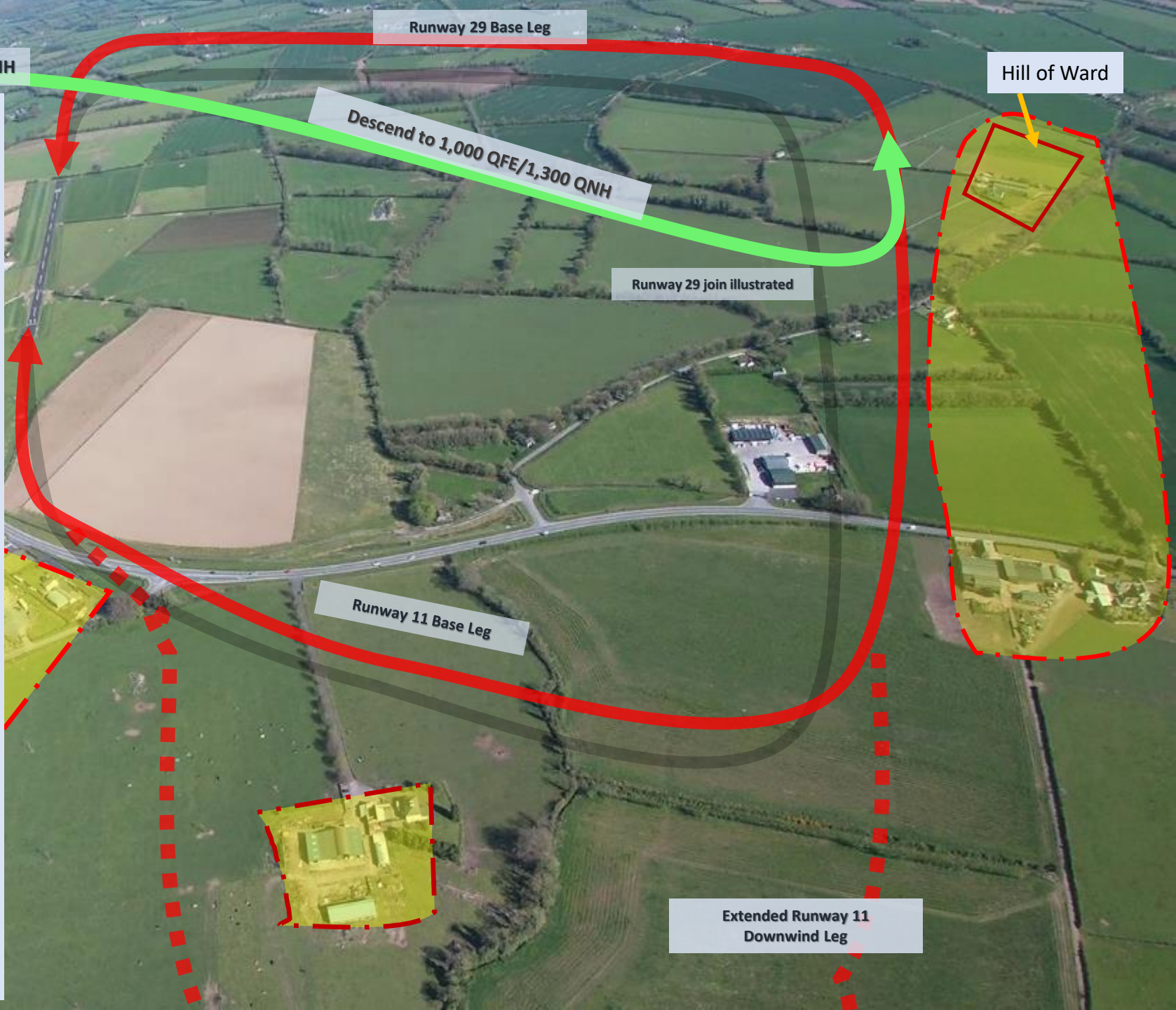
Runway 29 join illustrated

Runway 11 Base Leg

Extended Runway 11
Downwind Leg

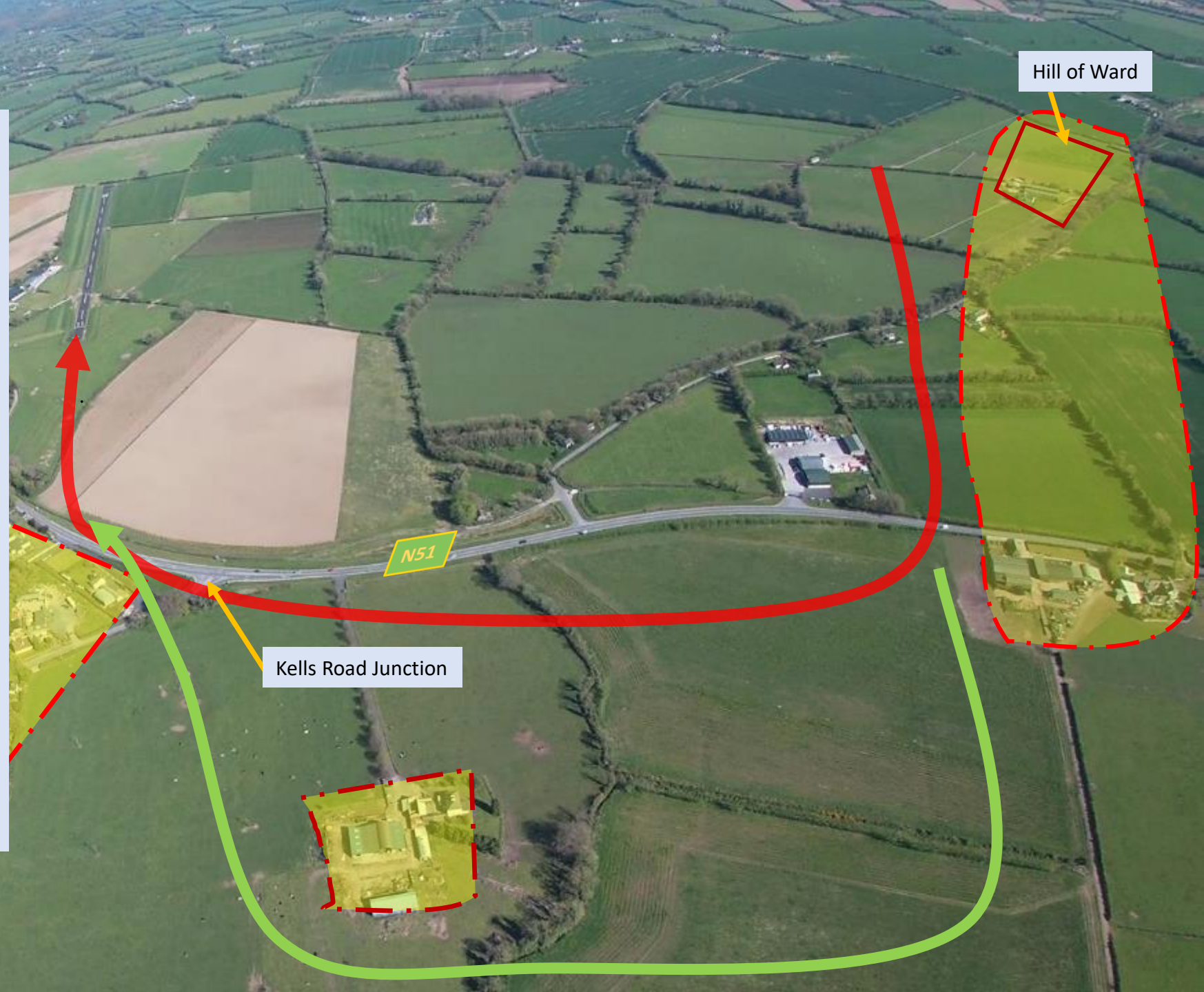
Circuit Joining

- 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
- Please note information on obstacles in the vicinity of the airfield
- 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