

An aerial photograph of the Athboy Airfield (Ballyboy) in Ireland. The airfield features a long, straight runway with white markings, a taxiway, and a small terminal building. The surrounding landscape is a patchwork of green agricultural fields, some of which are brown, indicating they have been plowed. A road runs along the left side of the airfield. The sky is clear and blue.

# Athboy Airfield (Ballyboy)

## Guidance for Pilots

Version Date: June 2025

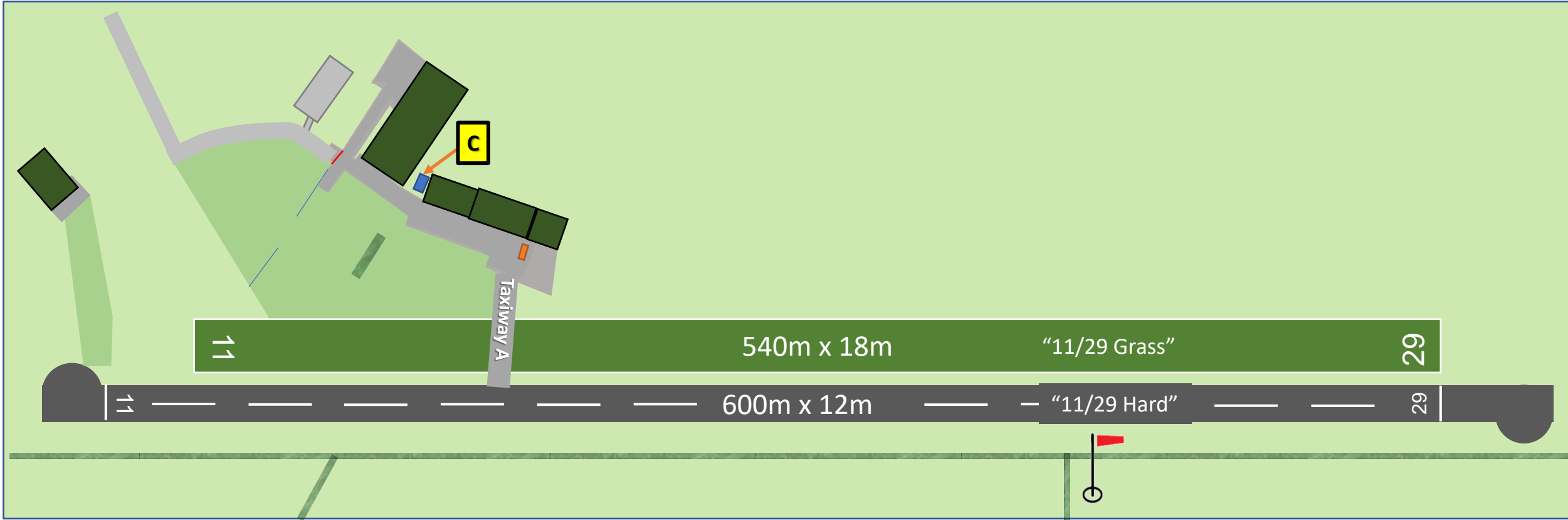




## Introduction

- Visitors are welcome at Athboy Airfield (Ballyboy) by prior permission. See PPR details on our website and publications.
- We aim to achieve the highest level of safety and enjoyment in our flying, whilst minimising the impact of our activities on our neighbours.
- This guidance document sets out information and advisory procedures to be followed for operations at the airfield.
- **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.**

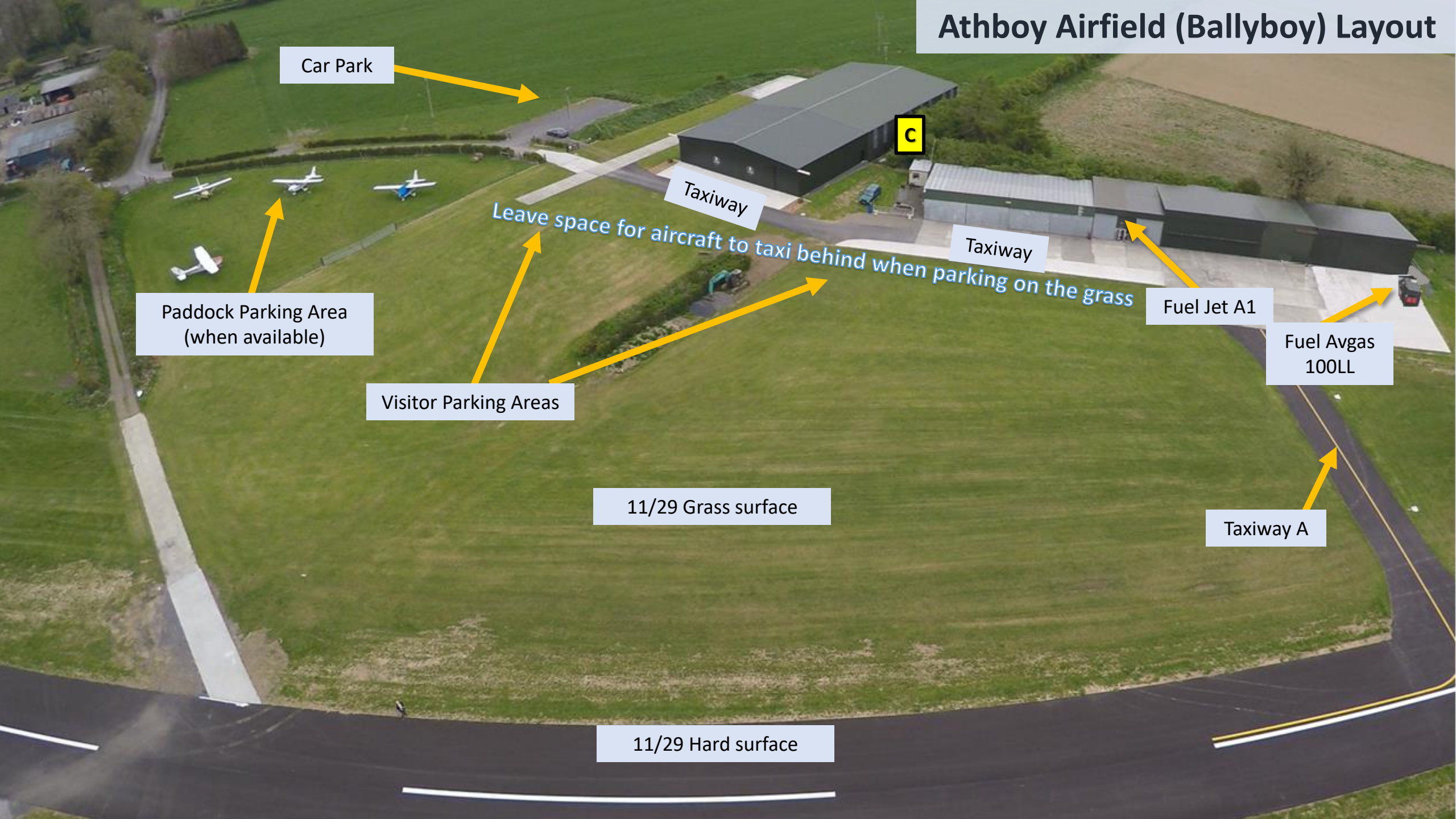
# Athboy Airfield (Ballyboy) Layout (for illustration only)



- Pilots should note that runway 11/29 Grass is now 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.
- 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. Other relevant obstacles are set out in this document.



# Athboy Airfield (Ballyboy) Layout



Car Park

C

Taxiway

Leave space for aircraft to taxi behind when parking on the grass

Taxiway

Paddock Parking Area  
(when available)

Fuel Jet A1

Fuel Avgas  
100LL

Visitor Parking Areas

11/29 Grass surface

Taxiway A

11/29 Hard surface



## 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*







## General Airspace Guidance

- Pilots must record all movements in one of the Airfield Movement Logbooks located in the “C” Portakabin and Avgas 100LL Facility or alternatively [online at this link](#)
- 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.
- Visiting aircraft should only access Runway 11/29 Hard via Taxiway A and **not enter/exit the runway at any other location** due to potential differences in surface height.
- Downwind legs should be flown south of the runway, i.e. left hand 29/right hand 11.
- Join *Overhead* at 1,200’ QFE/1,500’ QNH. Descend to join the circuit at 1,000’ QFE only when **south** of the runway centreline and with due regard for traffic.
- 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 in the following pages where safe to do so.
- ***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.***



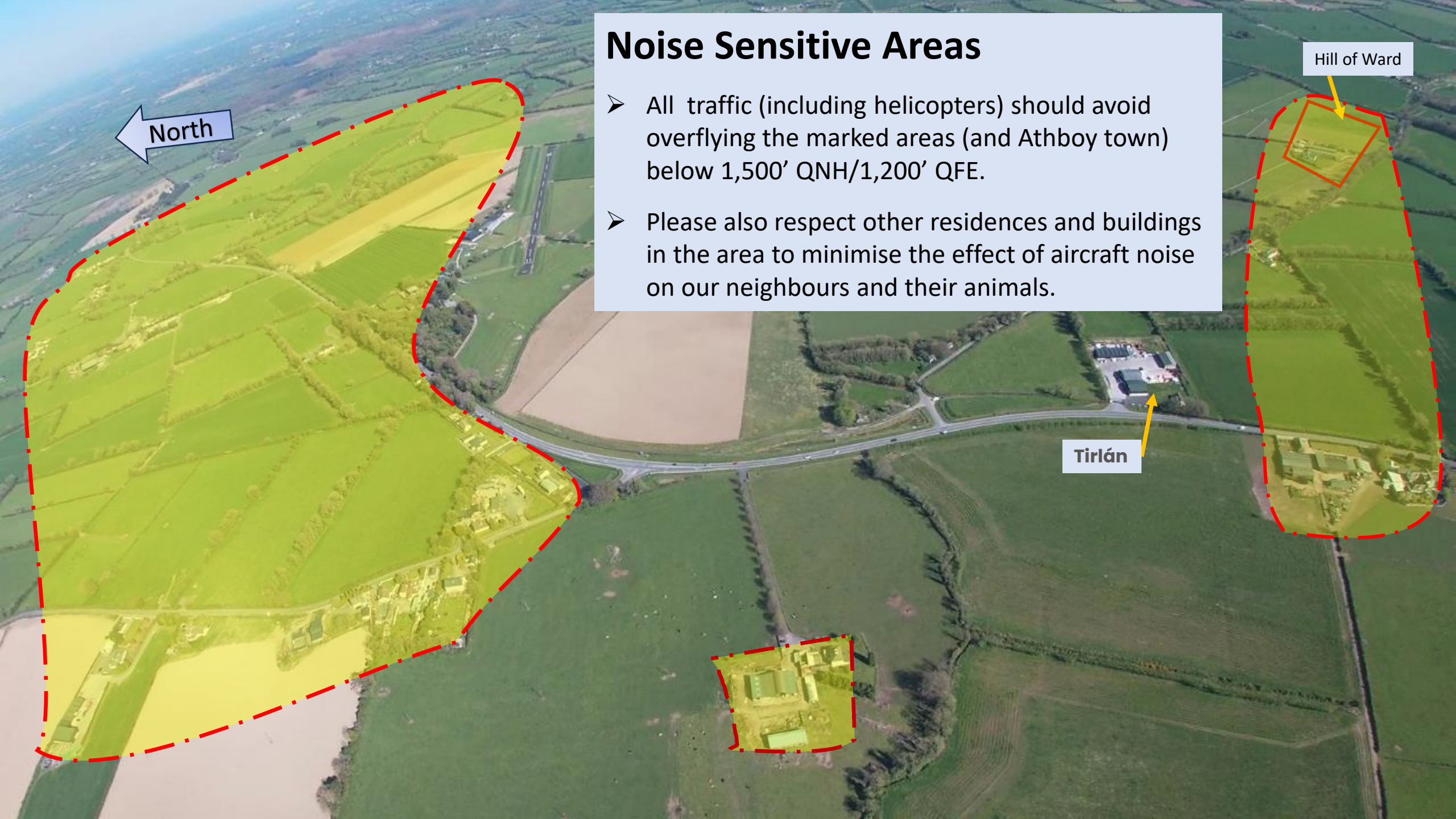
# Noise Sensitive Areas

- All traffic (including helicopters) should avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- Please also respect other residences and buildings in the area to minimise the effect of aircraft noise on our neighbours and their animals.

North

Tirlán

Hill of Ward







## Runway Access – Taxiway A

- Visiting aircraft should only access Runway 11/29 Hard via Taxiway A and **not enter/exit the runway at any other location** due to potential differences in surface height.
- Follow the taxi-lines where provided and pass the holding point with caution, in particular being aware that this taxiway crosses Runway 11/29 Grass.
- Taxiway A is blended with the grass runway surface and can generally be joined with caution from the grass parking area if required. Please check conditions in advance.
- Be conscious of prop-blast into the apron and hangar area when on Taxiway A.



An aerial photograph of a rural airport. A dark asphalt runway with white dashed center lines runs diagonally from the top left towards the bottom right. To the left of the runway, there are several hangars and a parking lot. The surrounding area is green with fields and some trees. A road runs horizontally across the bottom of the image.

# 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 shall not be occupied by aircraft at the same time.
- Visiting aircraft should only access Runway 11/29 Hard via Taxiway A and not enter/exit the runway at any other location due to potential differences in surface height.
- 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

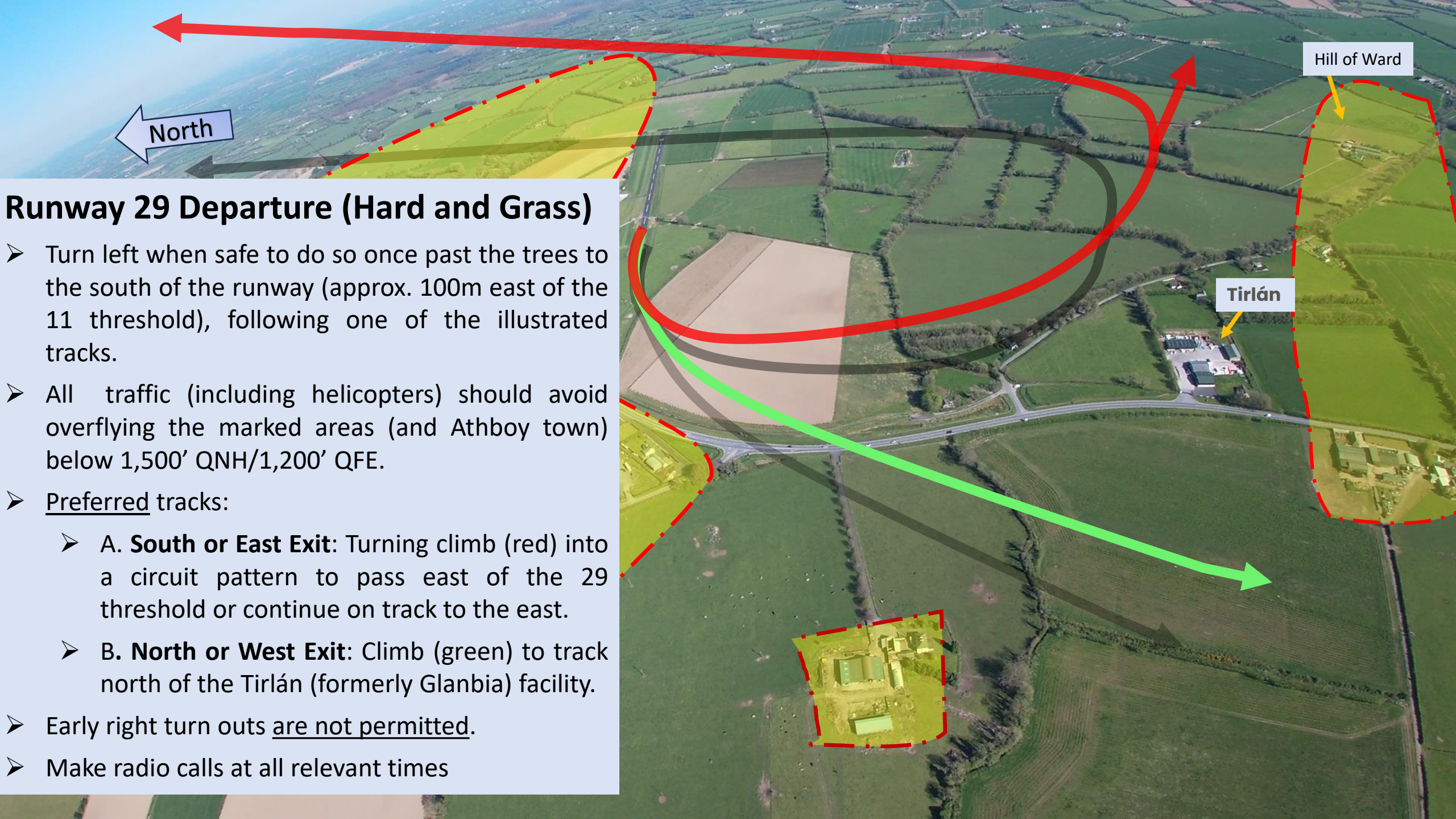
- Engine noise is at its loudest at take off so please be sensitive to overflight of the local area in this phase.
- Unless your aircraft has short take-off performance, please commence all take-off runs from the end of the runway to ensure the earliest lift-off and maximum height gain within the airfield boundary.
- Please follow the departure guidance for each runway in the following pages and avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- 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 (Hard and Grass)

- Turn left when safe to do so once past the trees to the south of the runway (approx. 100m east of the 11 threshold), following one of the illustrated tracks.
- All traffic (including helicopters) should avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- Preferred tracks:
  - A. **South or East Exit:** Turning climb (red) into a circuit pattern to pass east of the 29 threshold or continue on track to the east.
  - B. **North or West Exit:** Climb (green) to track north of the Tirlán (formerly Glanbia) facility.
- Early right turn outs are not permitted.
- Make radio calls at all relevant times







## Runway 11 Departure (Hard and Grass)

- Climb **straight ahead** for at least 500m beyond the airfield boundary before setting out on your track.
- Early turn outs are not permitted.
- All traffic (including helicopters) should avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- Make radio calls at all relevant times

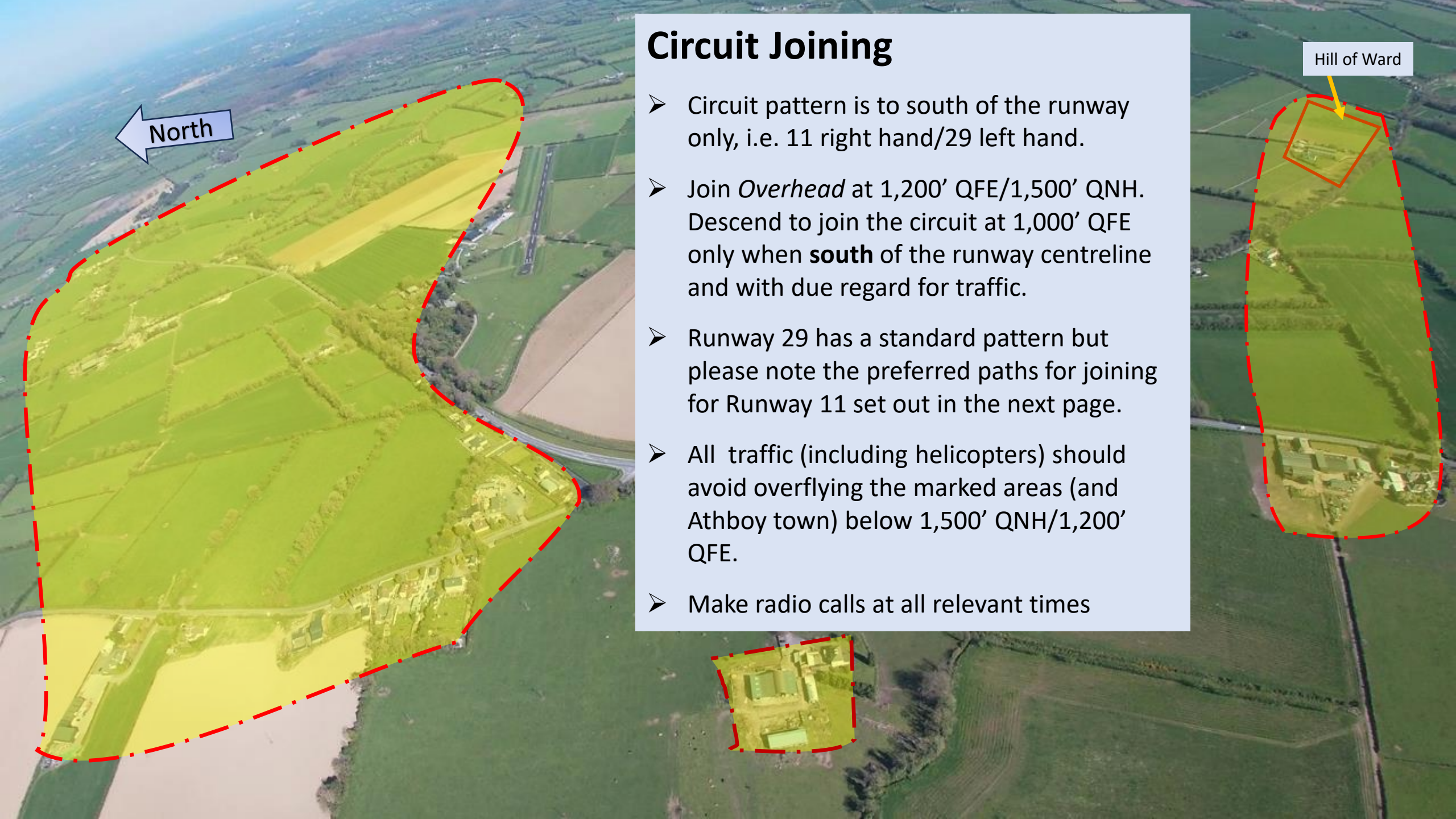
Hill of Ward

Tirlán



# Circuit Joining

- Circuit pattern is to south of the runway only, i.e. 11 right hand/29 left hand.
- Join *Overhead* at 1,200' QFE/1,500' QNH. Descend to join the circuit at 1,000' QFE only when **south** of the runway centreline and with due regard for traffic.
- Runway 29 has a standard pattern but please note the preferred paths for joining for Runway 11 set out in the next page.
- All traffic (including helicopters) should avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- Make radio calls at all relevant times

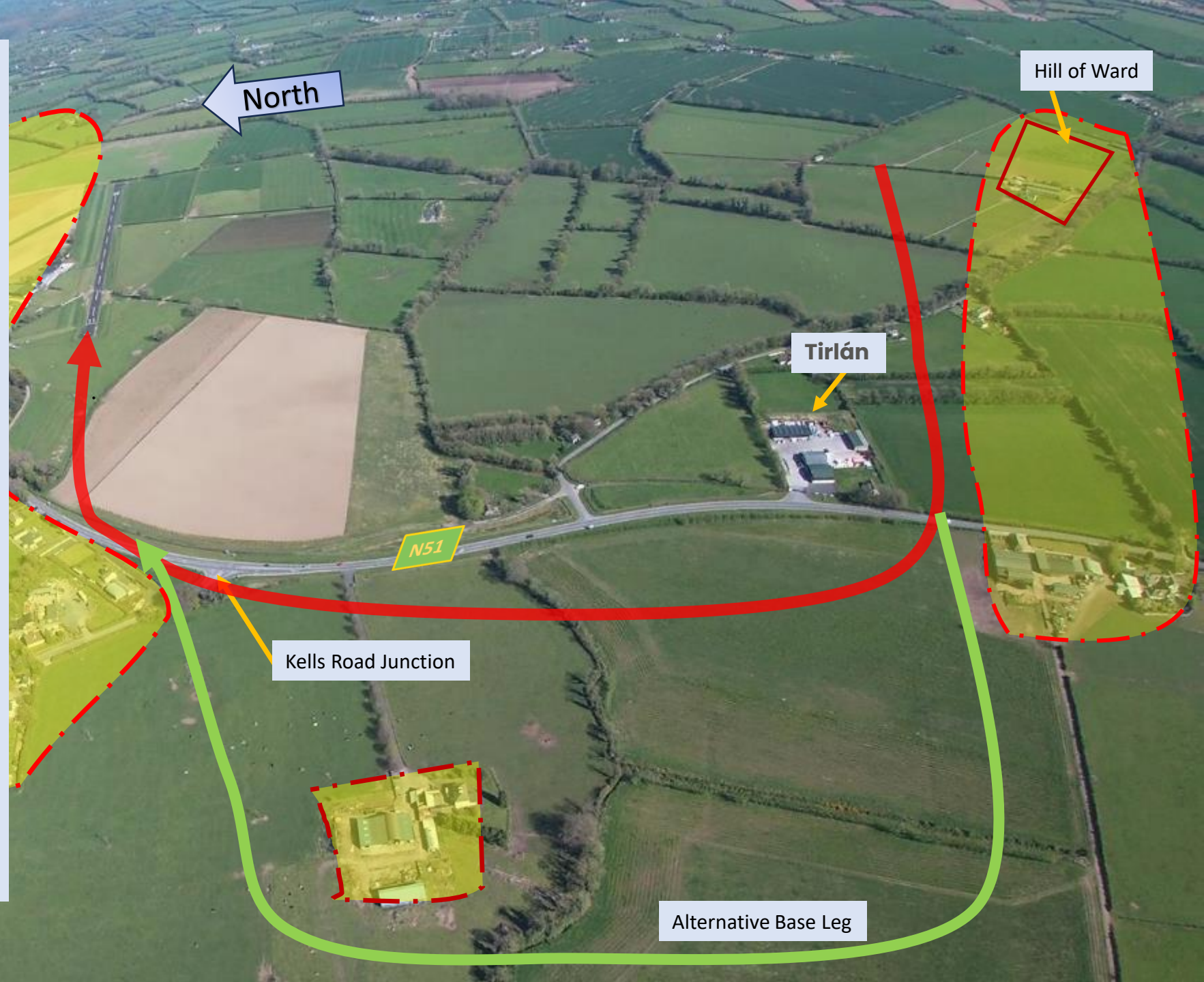




## Runway 11 (Hard and Grass) Approach

To minimise noise for our neighbours, pilots are asked avoid overflying the areas in yellow as shown. A wider downwind leg to the south of the Hill of Ward may also be flown.

- Note this procedure involves a base turn or curved approach until ~350m from the 11 Hard threshold (~400m for 11 Grass)
- *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:

- Athboy Airfield may be used by prior permission. See PPR details on our website and publications.
- We aim to achieve the highest level of safety and enjoyment in our flying, whilst minimising the impact of our activities on our neighbours.
- Please note information on obstacles in the vicinity of the airfield.
- All movements **must be recorded** in one of the Airfield Movement Logbooks provided or via the [online movement form](#).
- Visiting aircraft should only access Runway 11/29 Hard via Taxiway A and **not enter/exit the runway at any other location** due to potential differences in the surface height.
- 11/29 Hard and 11/29 Grass shall be treated as a single runway operationally. Simultaneous operations are not permitted.
- Circuit training is not permitted
- Please avoid overflying the areas highlighted below 1,500' QNH/1,200' QFE.
- Downwind legs should be flown south of the runway, i.e. left hand 29/right hand 11. Join *Overhead* at 1,200' QFE/1,500' QNH. Descend to join the circuit at 1,000' QFE only when **south** of the runway centreline and with due regard for traffic.
- Make radio calls at all relevant times and listen to others to be aware of traffic in the area
- 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, e.g. weather conditions. If in doubt, follow Standard Circuit procedures.***