

An aerial photograph of the Athboy Airfield (Ballyboy) in Ireland. The image shows a long, dark asphalt runway running vertically through the center. To the left of the runway, there is a taxiway and a large hangar complex with several smaller buildings. The surrounding area is lush green grass and fields, with some trees and a small pond visible on the right side. The sky is clear and bright.

# Athboy Airfield (Ballyboy)

## Guidance for Pilots

10  
R

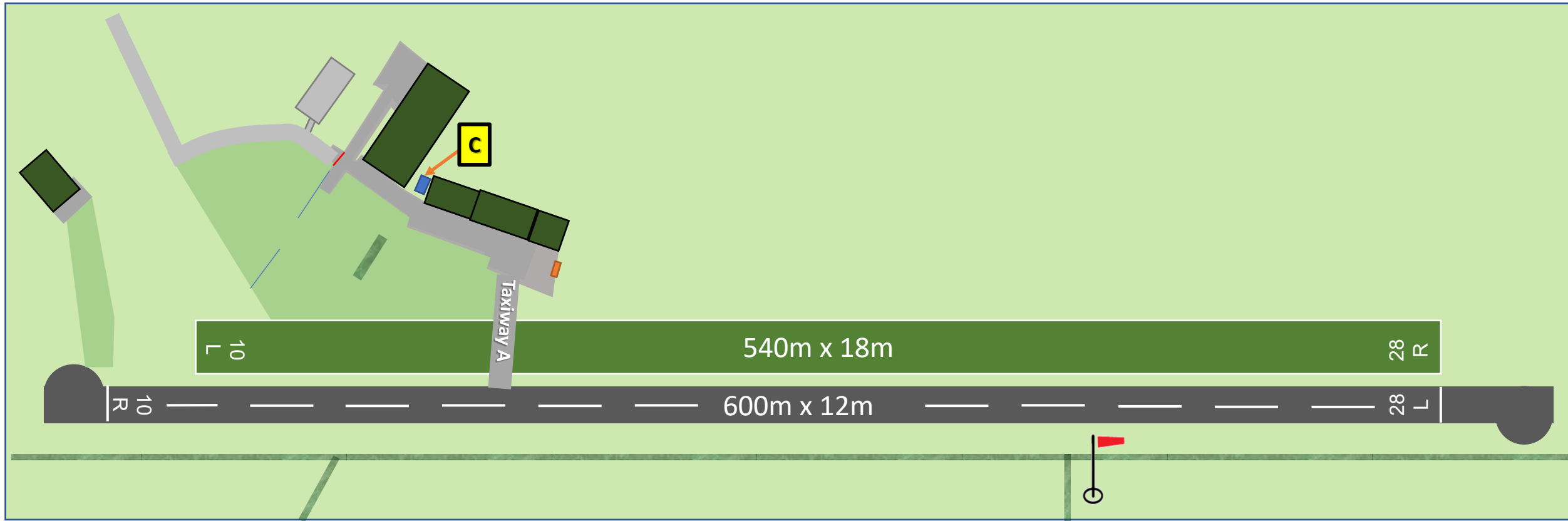
Effective Date: 19 February 2026



## 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 10L/28R (Grass) is now 540m x 18m, with the 28R threshold aligned with the Runway 28L (Hard) threshold and the Runway 10L threshold now adjacent to 60m east of the Runway 10R threshold.
- All runways have a 30m strip and 30m Runway End Safety Area beyond each thresholds.
- The Runway Strip of Runway 10R/28L (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

Fuel Jet A1

Fuel Avgas  
100LL

Taxiway A

Visitor Parking Areas

Runway 10L Threshold

10R/28L surface

Paddock Parking Area  
(when available)

## 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 10L Grass extended centreline, 280m from the 10L threshold and 60m north of the extended 10R centerline, 245m from the 10R threshold.
2. A tree 30m south of the 10R/28L (Hard) centerline, 75m from the 10R threshold.
3. Three trees on the northern perimeter of the airfield approximately 230m from the 28 thresholds

*Please also note there is a ~1m high wire fence 23m to the south of the Runway 10R/28L centerline along the runway length*



An aerial photograph of a rural landscape. In the foreground, a paved runway and taxiway are visible, surrounded by green fields. In the background, there are rolling hills and a small settlement with buildings. The sky is blue with some clouds.

## 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 10 for take-off and Runway 28 for landing.
- Visiting aircraft should only access Runway 10R/28L (Hard) via Taxiway A and **not enter/exit the runway at any other location** due to potential variances in surface height.
- Downwind legs should be flown south of the runway, i.e. left hand 28/right hand 10.
- 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 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.***

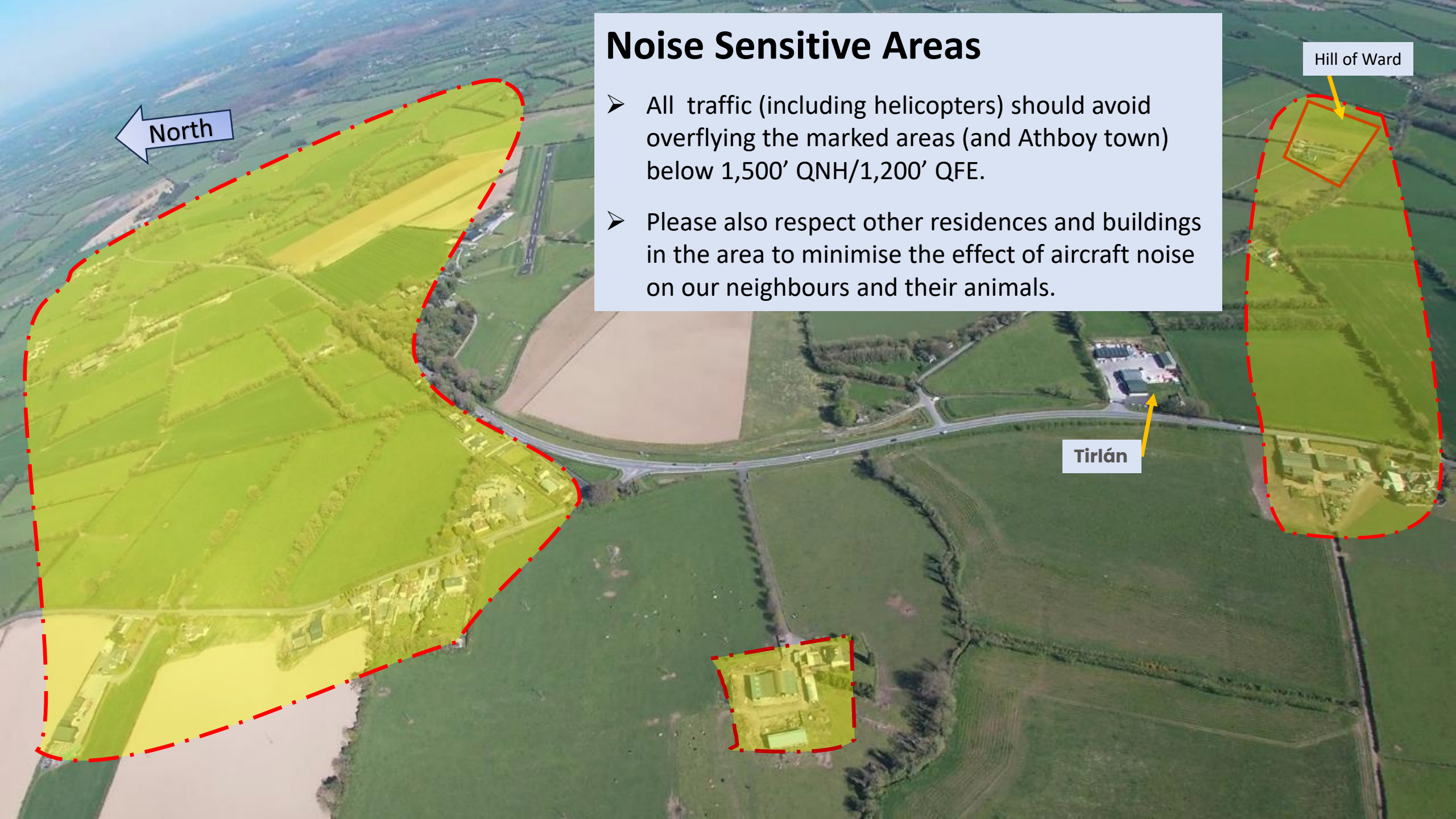
# Noise Sensitive Areas

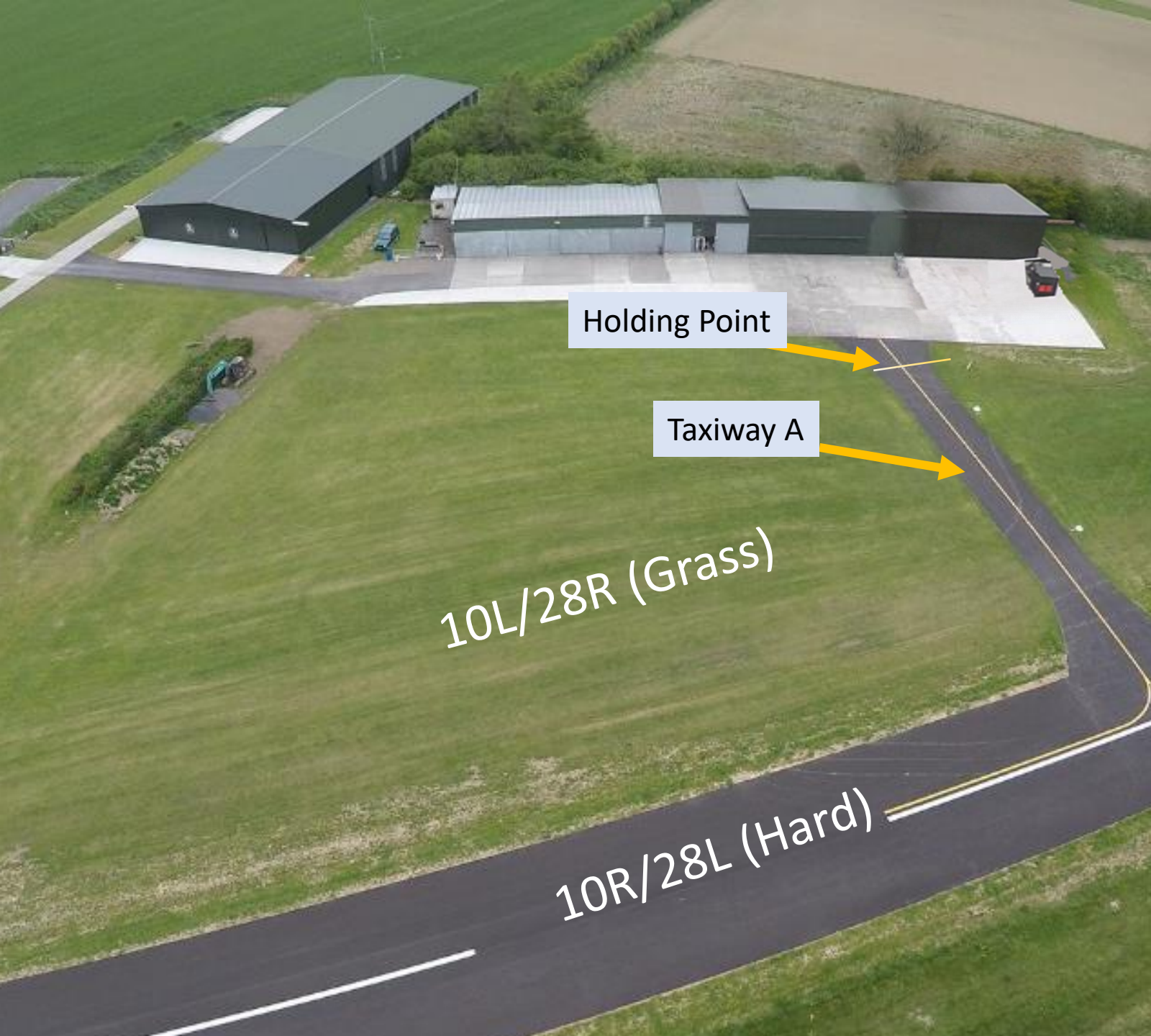
- All traffic (including helicopters) should avoid overflying the marked areas (and Athboy town) below 1,500' QNH/1,200' QFE.
- Please also respect other residences and buildings in the area to minimise the effect of aircraft noise on our neighbours and their animals.

North

Tirlán

Hill of Ward





Holding Point

Taxiway A

10L/28R (Grass)

10R/28L (Hard)

## Runway Access – Taxiway A

- Visiting aircraft should only access Runway 10R/28L (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 10L/28R (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.



# Runway Operations

- 10R/28L (Hard) and 10L/28R (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 10R/28L (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.



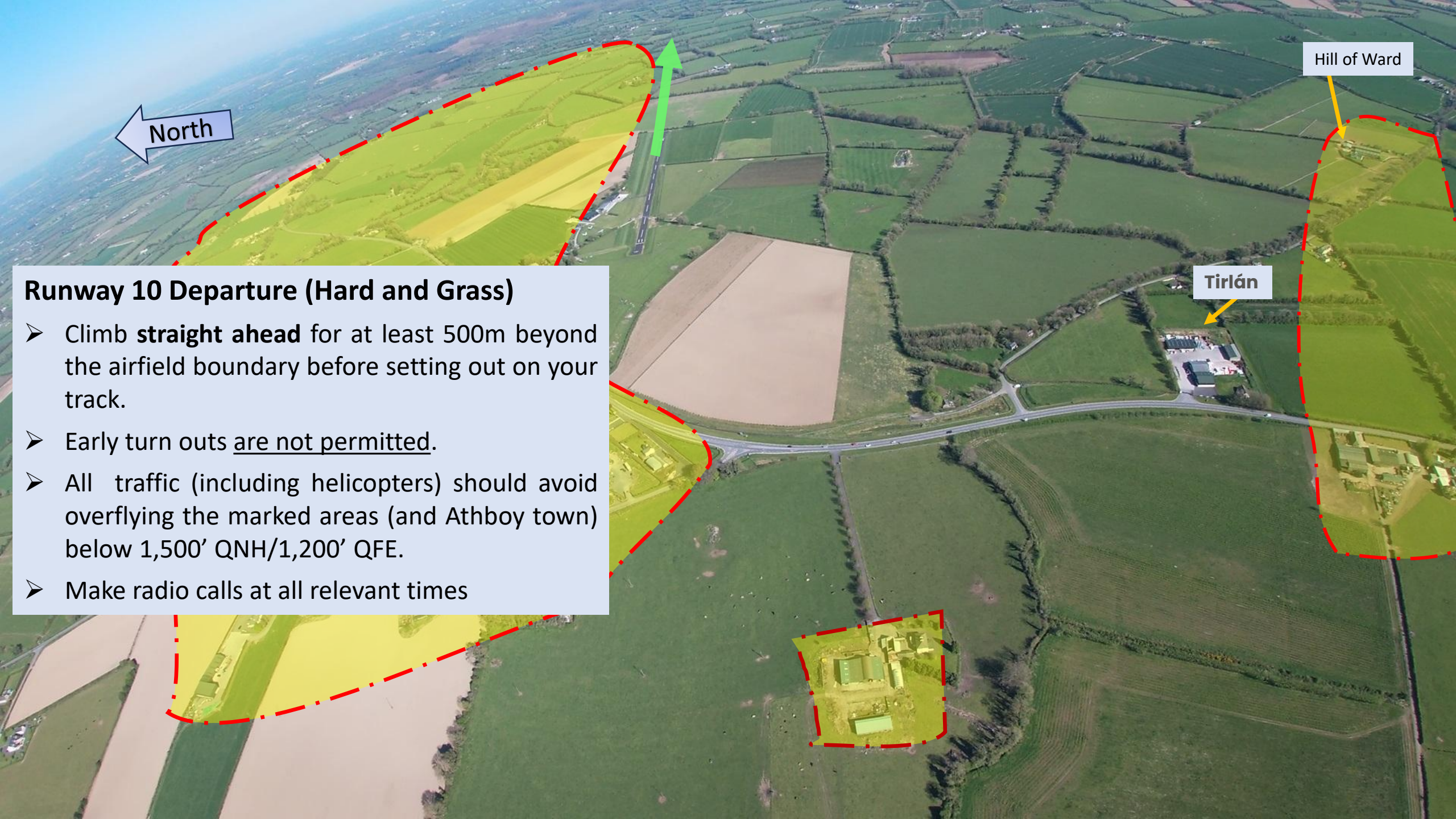
## Runway 28 Departure (Hard and Grass)

- Turn left when safe to do so once past the trees to the south of the runway (approx. 100m east of the 10R 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 28 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

North

Hill of Ward

Tirlán

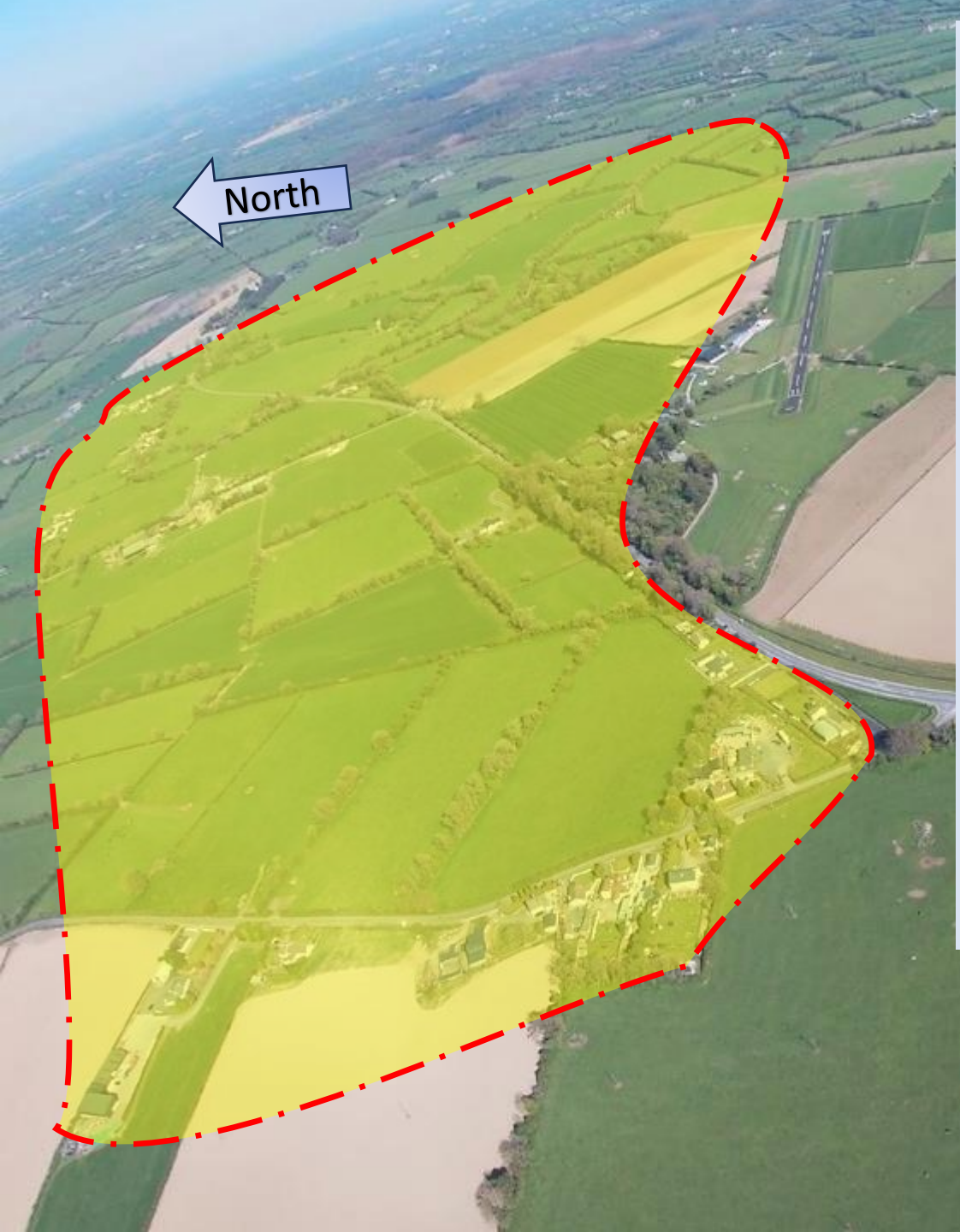


### Runway 10 Departure (Hard and Grass)

- 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

# Circuit Joining

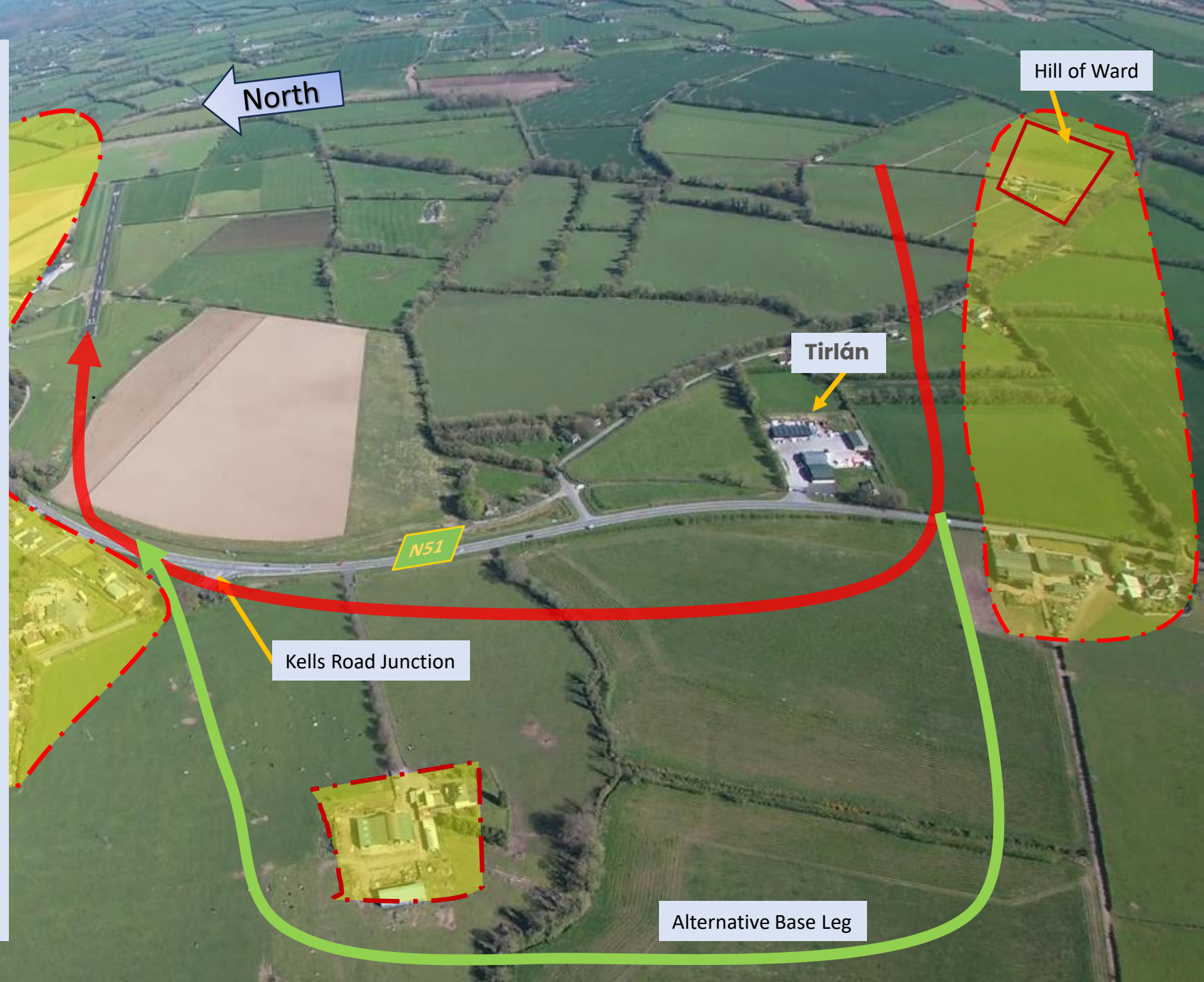
- Circuit pattern is to south of the runway only, i.e. 10 right hand/28 left hand.
- Join *Overhead* at 1,200' QFE/1,500' QNH. Descend to join the circuit at 1,000' QFE only when **south** of the runway centreline and with due regard for traffic.
- Runway 28 has a standard pattern but please note the preferred paths for joining for Runway 10 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 10 (L and R) 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 10R (Hard) threshold and ~400m for 10L (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 or via the [online movement form](#).
- Visiting aircraft should only access Runway 10R/28L (Hard) via Taxiway A and **not enter/exit the runway at any other location** due to potential differences in the surface height.
- 10R/28L (Hard) and 10L/28R (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 28/right hand 10. Join *Overhead* at or above 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.***