

5.15 PUBLIC RIGHT OF WAY OVER THE AIRFIELD

There are no public rights of way over the airfield. The landside/airside boundary in the vicinity of the public area, is clearly marked to dissuade members of the public from trespassing.

SECTION 6 – LOCAL PROCEDURES

6.1 MANAGEMENT OF VFR TRAFFIC

AIRSPACE

ILAS airfield is situated in Class G uncontrolled airspace. The base of the Shannon CTA overhead the aerodrome is at FL75. Waterford's CTR (TMZ/RMZ) and associated CTA stubs lie 6nm west of the field. The Military Operating Area MOA3 lies just to the north of the aerodrome, extending from the surface to FL450. Note that penetration below 4,500ft is at the pilot's discretion. The ILAS field area of operations consists of a circle with a diameter of 3nm centred on the runway, extending from ground level to 1500ft AGL. This area of operations is marked on current aeronautical charts and is intended to highlight the increased circuit activity associated with pilot training that takes place at ILAS airfield.

The local procedures described below arise from the development of a second airstrip known as 'Lakeview' in the Taghmon area which lies 1.6nm north of and on the extended centreline of runway 36 at ILAS field. The proximity of Lakeview airstrip at Cloonerane to ILAS field introduces a collision hazard for traffic in the area that requires these procedures for mitigation. The relative location of the two airfields is shown in the satellite view of Figure 1 below. Figure 2 shows a map of the ILAS Field area of operations, the ILAS Field traffic pattern, the relative location of Lakeview Airfield, along with the Taghmon village and power line features that are called out in the procedures described below. Figures 3 and 4 show photographs of the approach views for each runway direction.

At ILAS airfield, all circuits must be to the south of the power line marked on the map in Figure 2. The standard circuit pattern is left hand, but right hand circuits may be in use for training purposes. Pilots departing runway 36 at ILAS should remain south of the power line marked on the map until clear of the traffic pattern at Lakeview.

LAKEVIEW AIRFIELD

Pilots visiting Lakeview airfield should remain clear of the ILAS area of operations. All circuits are to the north of the runway and its extended centreline. This means no overhead join. The circuit pattern is Left hand for runway 07 and Right hand for runway 25. Observe the windsock to determine the active runway by approaching the field at 1500ft from the North taking care not to cross the runway or its extended centreline. Descend to circuit height to the North of the airfield before joining downwind or base leg for the appropriate runway. Pilots departing either runway at LAKEVIEW should

climb ahead to 500ft before turning North to remain clear of the ILAS area of operations.

AIR/GROUND RADIO SERVICES

ILAS airfield has been allocated a VHF frequency of 123.75 MHz with the call sign: **ILAS Radio**. Generally no Air/Ground service is provided. However, an Air/Ground service, call sign 'ILAS RADIO' may be provided for fly-in events at ILAS or when student pilot solo flying is taking place.

RADIO PROCEDURE

The frequency to be used by pilots operating in the vicinity of ILAS and LAKEVIEW airfields is 123.75, with call sign 'ILAS TRAFFIC'. Pilots should make standard traffic pattern calls adding the name of the airfield being visited. This makes other pilots in the area aware of the pilot's position and intentions. Air-to-air communication on the frequency is neither desirable nor necessary and may block an important standard traffic pattern position report.



Figure 1: Aerial view showing the relative locations of ILAS Field and the ‘Lakeview’ private airstrip. (North is on the left of the page)



Figure 2: Map of the local area around ILAS Field, showing the ILAS area of operations, the ILAS traffic circuit and elements relevant to the procedures described here. (North is at the top of the page).



Figure 3: Approach View facing south



Figure 4: Approach View facing north

LOCAL PROCEDURES IN THE VICINITY OF ILAS AIRFIELD

- a) ILAS field will operate standard circuit procedures with an overhead join for arriving traffic. Note that right hand circuits may be in operation when cross wind conditions require an into wind base leg.
- b) ILAS traffic should not overfly the village of Taghmon.
- c) ILAS circuit traffic will remain south of a line between Taghmon village and a fishing lake in the vicinity of Horetown House as shown on the attached map.
- d) All circuits at Lakeview/Cloonerane will be operated to the north of the runway 07/25.
- e) There will be no overhead join for arrivals to Lakeview/Cloonerane. Arriving traffic will join downwind or base leg from the north, taking care not to cross the extended runway centreline.
- f) Traffic departing Lakeview/Cloonerane will turn north after the initial climb to 500ft AGL.

RADIO PROCEDURE ON 123.75 (aka 'ILAS RADIO')

- a) Inbound traffic to both airstrips will make a contact call on 123.75 at least 5 minutes before the estimated time of arrival using the call sign 'ILAS RADIO' and clearly indicating which airstrip they are intending to land at.

Example: ILAS Radio, this is EI-ABC inbound to ILAS from Kilrush, estimate the field at 55

Example: ILAS Radio, this is EI-ABC inbound to Cloonerane from Kilrush, estimate the field at 55

- b) An air/ground service is generally only provided at ILAS for Fly-in events. When such a service is being provided, the information given will be:
 - The active runway at ILAS
 - The surface wind direction and strength
 - The QFE
 - Joining instructions
- c) No air/ground service should be provided from Lakeview/Cloonerane.
- d) ARRIVALS AT ILAS
 - Descending deadside for left/right circuit runway 18/36 at ILAS
 - Joining left/right crosswind for runway 18/36 at ILAS
 - Left/right downwind for runway 18/36 at ILAS
 - Final runway 18/36 at ILAS
- e) ARRIVALS AT CLOONERANE
 - Joining left base runway 07 at Cloonerane
 - Joining right base runway 25 at Cloonerane
 - Final runway 07/25 at Cloonerane

f) DEPARTURES FROM ILAS

E-BC departing runway 18/36 at ILAS, left/right turn after take off

g) DEPARTURES FROM CLOONERANE

E-BC departing runway 07 at Cloonerane, left turn after take off

E-BC departing runway 25 at Cloonerane, right turn after take off

GO AROUND PROCEDURE FROM FINALS

Aircraft going around from finals will establish a climb and move to the right of the runway centreline. The climb should not be continued above 500ft QFE until upwind of the runway, to facilitate traffic joining at 800ft from the Deadside. Orbits on finals are discouraged as this manoeuvre increases the risk of a handling error at low altitude and may create a collision risk with other traffic in the circuit.

RADIO FAILURE PROCEDURE

ILAS airfield is situated in Class G airspace which does not require two way RTF. Therefore the radio failure procedure is simply to follow the standard traffic pattern, maintaining a strong look out for other aircraft, which may include microlight or vintage aircraft operating circuits at lower levels than normal.